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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXI.

CHICAGO, ILLINOIS, AUGUST 15, 1902.

No. 2.

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G. B. VAN NESS.

L. B. WILSON.

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Commission Merchants.

**GRAIN AND PROVISIONS,**

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**Solicit Your Account.**

Members Chicago Board of Trade.

Reference, Corn Exchange National Bank.

**MORE  
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*Used Than Any Other.*



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MANUFACTURERS AND FURNISHERS OF ALL KINDS OF

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COMPLETE OUTFITS.

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Consignments and  
future orders  
intrusted to us will  
receive the  
best attention.

**L.H. Hanson & Co.**  
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In Charge of Cash  
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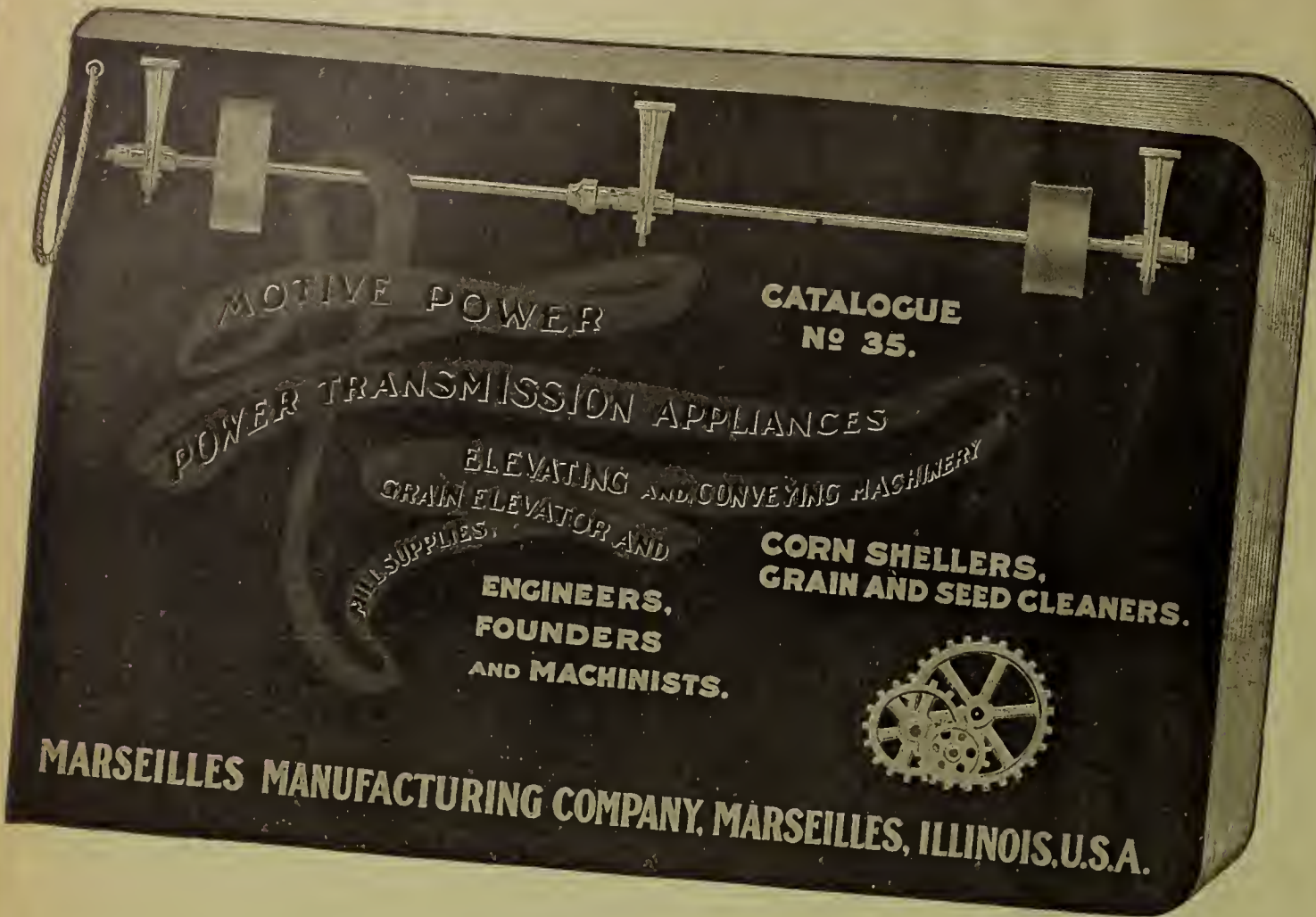
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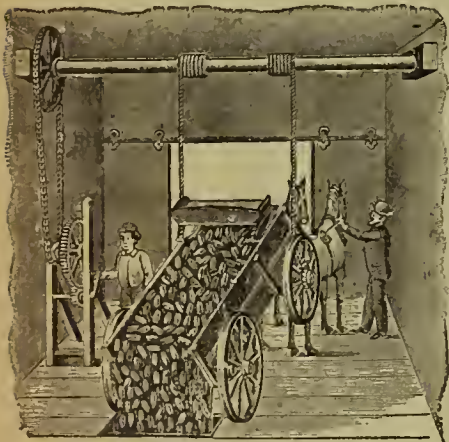


WE MAKE  
TIN MILL  
STEEL GRAIN,  
STEEL EAR-CORN,  
BUFFALO,  
RIALTO,  
AND  
SALEM  
ELEVATOR  
BUCKETS.  
WE ARE  
HEADQUARTERS  
FOR  
EVERYTHING FOR  
GRAIN HANDLERS.

BRANCH HOUSES AT PEORIA, KANSAS CITY, COUNCIL BLUFFS AND CEDAR RAPIDS.

## SMITH'S

### Automatic Warehouse and Elevator Machinery.



I have given the building of Warehouse and Elevator Machinery my special attention for the past thirty years and claim to furnish the most complete, convenient and labor saving machinery that can be constructed, and will furnish plans and specifications on application for a complete automatic warehouse.

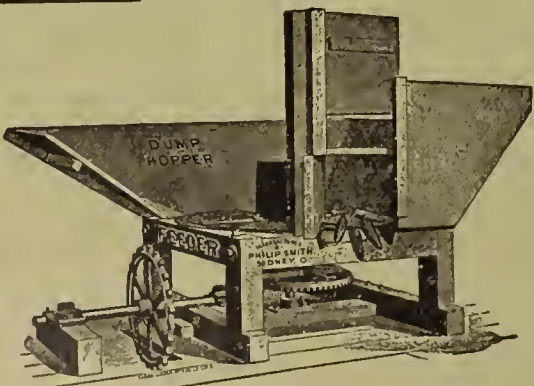
The accompanying cut is an exact representation of my

#### Latest Improved Overhead Dump

Which can be operated with ease, safety and speed, and we think that you will find that this dump embodies all the features required, without an objectionable point, and is within the reach of all grain men. This dump can be placed on a level floor, and is so constructed by a double gear that it can be operated by a boy.

#### THE MARQUIS PATENT Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.



Agents Wanted to Sell Our Full Line of Corn and Elevator Machinery.

PHILIP SMITH, Sidney, Ohio.

## PATENT STRETCHED ELEVATOR BELTING.

Write  
For  
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Will  
Give You  
Prompt  
Attention.

THE GUTTA PERCHA AND RUBBER MFG. CO.,  
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### Grain Elevator Machinery

INCLUDING

BELT TRIPPERS,  
POWER SHOVELS,  
SPOUTS, BUCKETS, BOOTS,  
MACHINE MOLDED ROPE  
SHEAVES,  
SHAFTING, PULLEYS,  
SHAFT BEARINGS, GEARING,  
FRICTION CLUTCHES, ETC.

LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.





## When General Marion

entertained a captured British officer to dinner, his involuntary visitor was somewhat astounded to sit down before a meal of "corn dodgers," "parched corn" and "Adams Ale."

One hundred and twenty-five years ago grain was the embattled farmers' staple product, and to-day it is no less an essential. It is the brawn and the brain of nations, and *we are ready to buy your grain of all varieties and in all volumes.*

Our Prices are Right.

Our Equipment is Twentieth Century.

Our Treatment will Please You.

**J. ROSENBAUM GRAIN CO.**  
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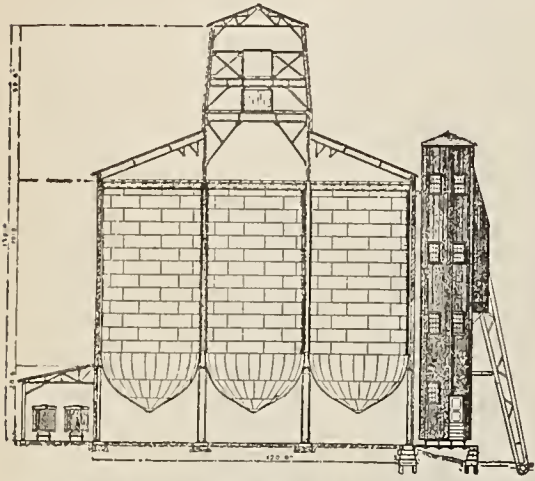
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Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
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Steel Construction of  
Every Description,

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Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,  
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MANUFACTURE A COMPLETE LINE OF

## GRAIN ELEVATOR MACHINERY

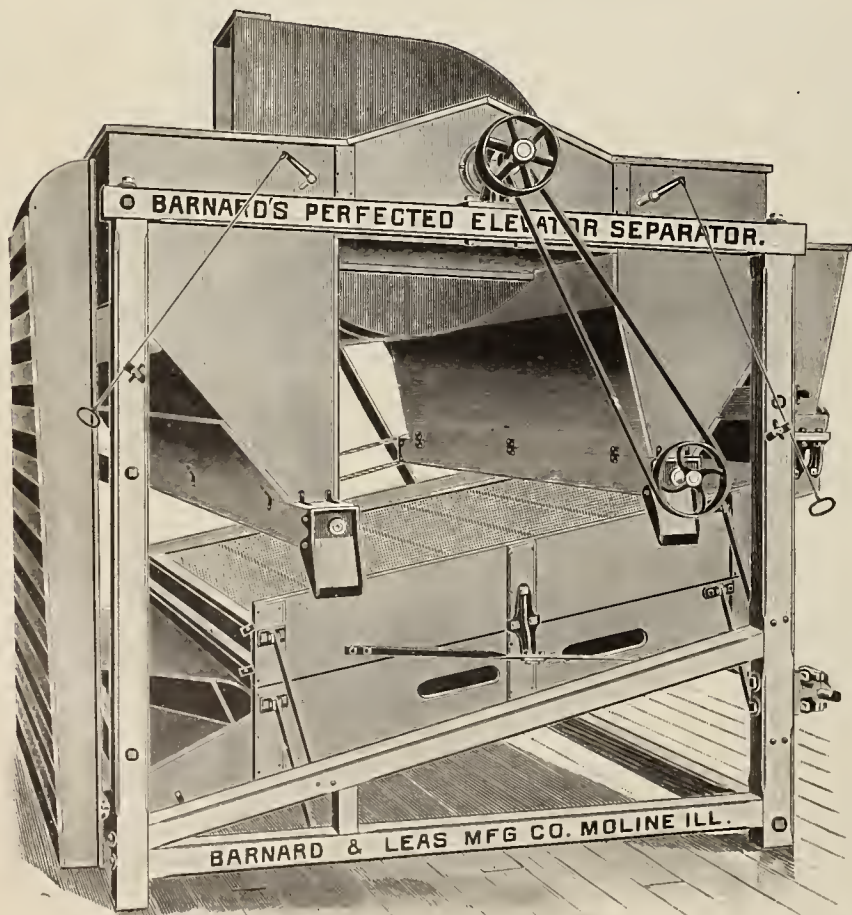
Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs, Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

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Northern Grain Co., Manitowoc, Wis.,	-	" 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	-	" 750,000 "
Botsford & Jenks, Meaford, Ont.,	-	" 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	-	" 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	-	" 600,000 "
Electric Steel Elevator, Buffalo,	-	" 1,200,000 "
McReynolds & Co., Hammond, Ind.,	-	" 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	-	" 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	-	" 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	-	" 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	-	" 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

# Barnard's Perfected Elevator Separator



## The Favorite Wherever Used

Wherever it is desired to save screenings for feed, this machine will be found very valuable. The screenings chambers collect all screenings and allow nothing but the dust to blow away. This valuable feature in connection with its perfect sieve separations, make it one of the best machines on the market.

We also make Willford's Light-Running Three-Roller Feed Mill, Barnard's Two and Three-Pair-High Feed Mills, The Victor Corn-Sheller, The Cornwall Corn-Cleaner, and a complete line of Scourers, Oat Clippers, etc. x x x x

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We Furnish all Kinds  
of Elevator Supplies  
Send for Our Latest Catalogue

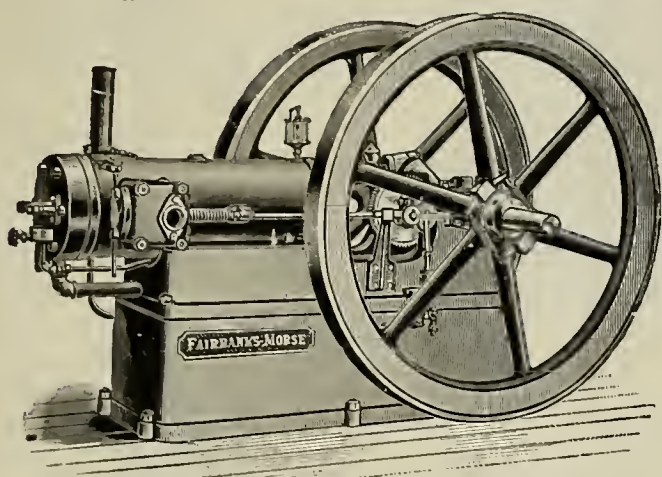
BUILDERS OF ELEVATORS  
AND ELEVATOR MACHINERY  
Moline, Illinois



# FAIRBANKS-MORSE Gasoline Engines

ARE LIKE  
**FAIRBANKS  
SCALES,**

**STANDARD,  
DURABLE,  
RELIABLE.**



Thousands of the Scales and hundreds of the Engines are used by the GRAIN TRADE.

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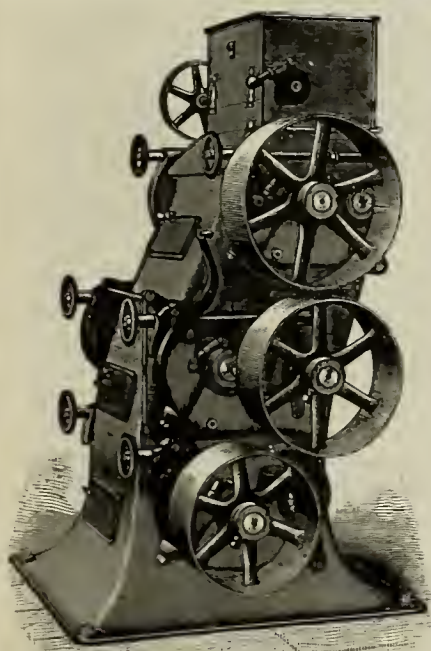


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Is becoming  
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people are beginning to realize the fact that  
we are making a High Grade line and sell-  
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STEPHENS & TYLER, Chicago Agents,  
Monadnock Building, Tel. Harrison 2766.



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

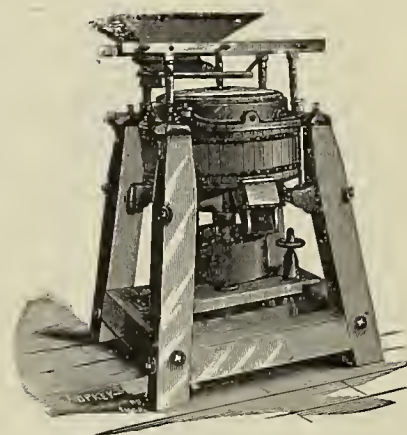
**...FEED AND MEAL...**  
**— IT PAYS —**

WE MANUFACTURE  
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.  
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.  
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

**PORTABLE FRENCH BUHR MILLS,**  
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL  
UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

**DUST COLLECTORS** (Tubular, Automatic).

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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

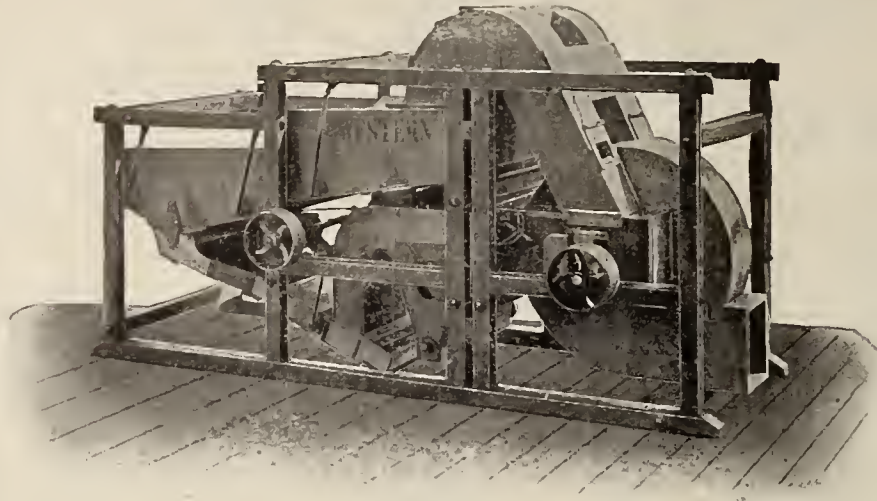


# The Western Shaker Cleaner

CORN  
CLEANER

WHEAT  
CLEANER

OATS  
CLEANER



ADJUSTABLE  
SCREEN

LARGE  
CAPACITY

PERFECT

**CHAS. E. GROCE,**  
Grain Dealer.

IT GIVES PERFECT SATISFACTION.

Elevator at Elmwood. Elevator at Ashville.  
N. & W. R. R.

CIRCLEVILLE, OHIO, March 3, 1902.

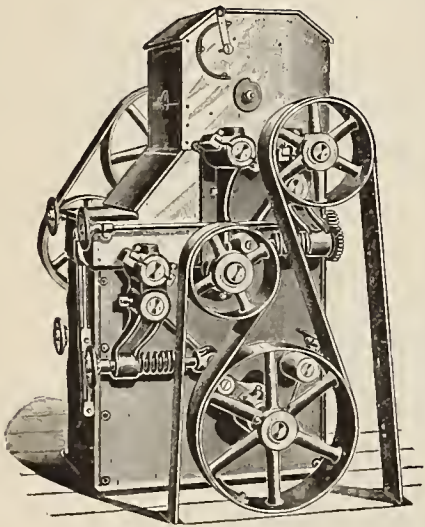
Union Iron Works, Decatur, Ill.

Gentlemen:--I have used your Shaker Cleaner in my elevator at Ashville, Ohio, since early last fall, and it has given perfect satisfaction. I have used it only for corn so far, as I have a wheat cleaner, but I will change the elevators in my house this spring, and run everything over the Shaker Cleaner. My corn has been well cleaned this season, with no corn going over into the cob house.

Yours very truly, CHAS. E. GROCE.

WRITE FOR FULL DESCRIPTION  
AND PRICES TO

**UNION IRON WORKS, Decatur, Ill.**

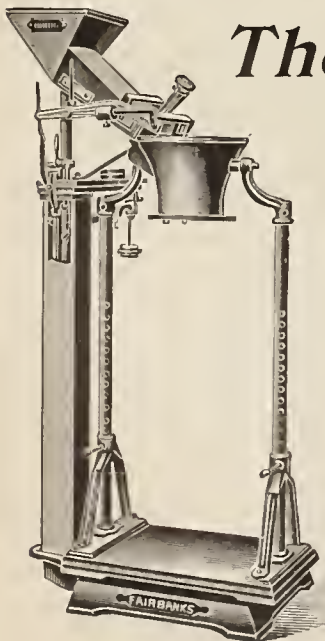


## FEED MILLS

We build the lightest running mill on the market and will guarantee it to grind more bushels to the horse-power than any other mill made.

Write us and let us send you a list of the users of this machine.

**Strong & Northway Mfg. Co.**  
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## The Bosworth... Automatic Weighing Scale

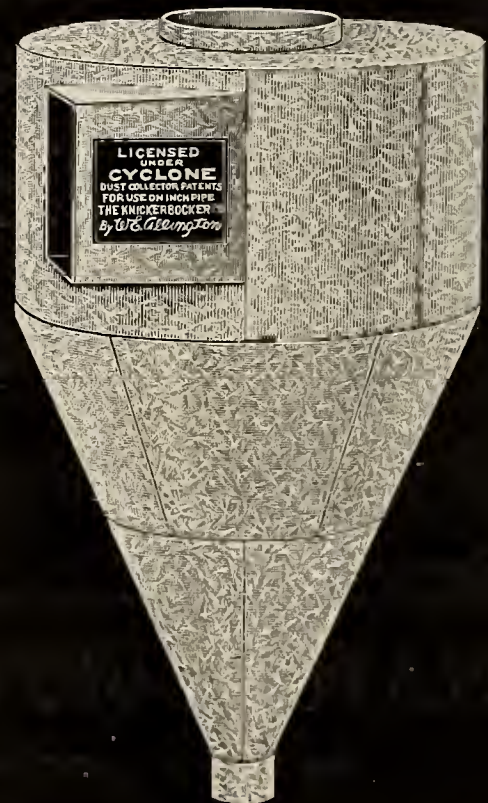
FOR WEIGHING AND BAGGING  
ALL KINDS OF GRAIN.

Rapid work. Saves time.  
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

**Munson Bros. Co.,**  
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## CYCLONE DUST COLLECTOR



**THE KNICKERBOCKER CO.**  
JACKSON, MICH.

## SEEDS

**THE ALBERT DICKINSON CO.**

DEALERS IN

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS,  
PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.  
OFFICES. WEST TAYLOR ST., AND THE RIVER, CHICAGO



# JUST EXACTLY

WHAT YOU SHOULD HAVE TO OPERATE IN CONNECTION WITH YOUR ELEVATOR.

## Columbus Combination Flour Mill

A FLOUR MILL COMPLETE IN ONE FRAME.



CAN be set up in an unused corner of your elevator, as it only requires a space 9 x 9 x 15 feet.

~ ~ ~

A complete 30-bbl. mill at an exceedingly low cost.

~ ~ ~

All working parts in plain view from one floor.

~ ~ ~

Easily adapted to milling buckwheat.

OF SPECIAL CONSTRUCTION THROUGHOUT. THOROUGHLY TESTED AND WE GUARANTEE IT.

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## The Case Manufacturing Company, COLUMBUS, OHIO.

Flour Mill Builders and Furnishers.

Elevator Supplies.



# Conveying, Elevating and Power-Transmitting Machinery

## H. W. CALDWELL & SON CO.

### GENERAL MACHINISTS,

Western Avenue, 17th to 18th Streets, Chicago, Ill.

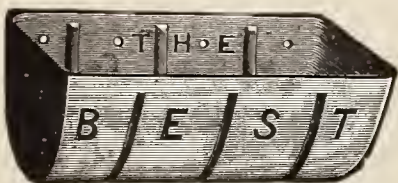
Eastern Sales and Engineering Office, R. 410, 95 Liberty St., New York, N. Y.

Southeastern Sales and Engineering Office, R. 411 Prudential Bldg., Atlanta, Ga.

Southwestern Sales and Engineering Office, R. 202 Trust Bldg., Dallas, Tex.

## —CALDWELL HELICOID CONVEYOR.—

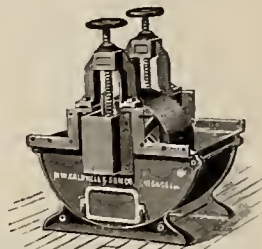
 Specialties for  
Grain Elevators and Mills.

 THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
Continuous Strip of Metal.

 CALDWELL CORRUGATED SEAMLESS  
STEEL ELEVATOR BUCKETS.

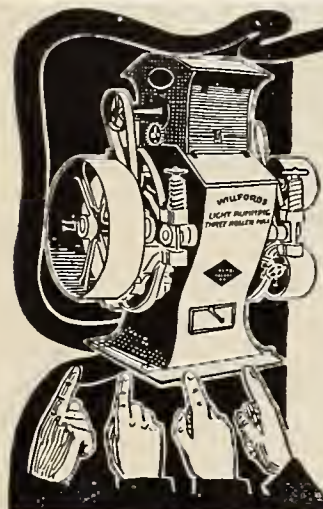
 LINK BELTING.  
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RUBBER BELTING.  
LEATHER BELTING.  
BELT CLAMPS.  
POWER GRAIN SHOVELS.  
ELEVATOR BOLTS.  
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COUPLINGS.  
FLEXIBLE SPOUTS.  
GEARING (all kinds).  
GRAIN SCOOPS.  
ELEVATOR BOOTS.  
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HANGERS.  
PERFORATED METALS.

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IRON PULLEYS.  
WOOD PULLEYS.  
SHAFTING.  
SET COLLARS.  
SWIVEL SPOUTS.  
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TURN HEAD SPOUTS.  
WIRE CLOTH.

 Elevator  
Boot.


OUR NEW CATALOGUE No. 26 (440 PAGES, CLOTH BOUND) WILL BE SENT UPON APPLICATION.



## 4 GOOD POINTERS

ON THE

Willford Three-Roller Feed Mill.

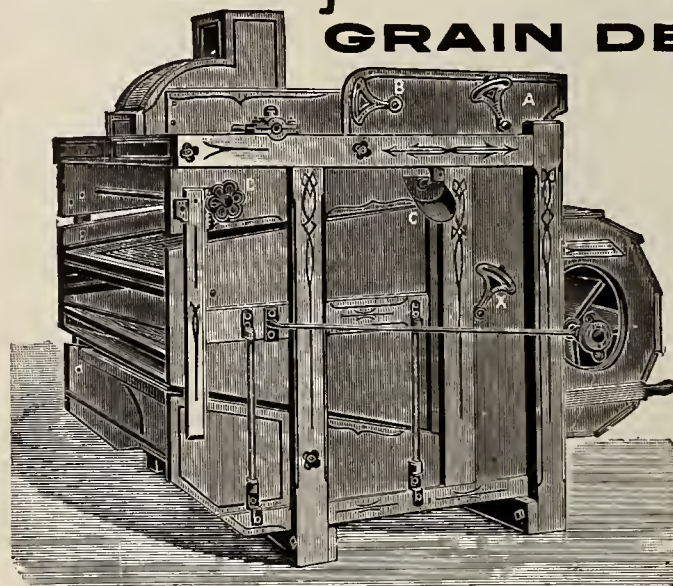
- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
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Write for Circulars and Prices.

 WILLFORD MANUFACTURING CO.,  
303 3d St. South, - MINNEAPOLIS, MINN.

## A. P. Dickey Giant Grain Cleaners.

### GRAIN DEALERS


 who want a cleaner  
that will clean,  
buy the

 DICKEY  
DUSTLESS  
OVERBLAST  
SECTION  
SEPARATOR.

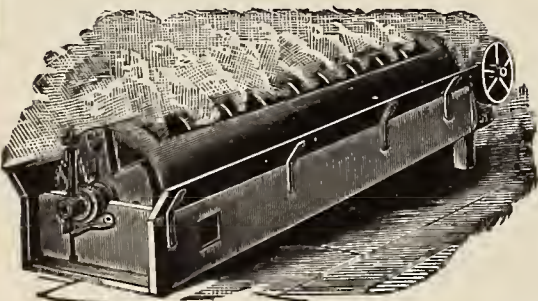
Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Write DICKEY MFG. CO., RACINE, WIS.

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THE ORIGINAL

## CUTLER STEAM DRYER,

Which is also a successful

 Wheat Heater or Temperer  
or Dryer for Washed  
Wheat or Bran.

 It leaves the Wheat in Perfect Condition for the Rolls. Will also dry  
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying

 CORN MEAL AND HOMINY,  
BREWERS' GRITS AND MEAL,  
BUCKWHEAT, RICE AND  
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

 Automatic in operation, requiring no attention. Double  
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 Insures Mills, Elevators, Warehouses  
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Oldest Flour Mill Mutual in America

 SAVED TO MEMBERS  
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 ON GRAIN ELEVATORS  
AND CONTENTS

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 It is a Mutual Company which insures  
more mills and grain elevators than any  
other company in the United States.

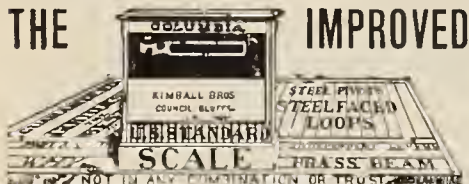
 It has been in business 26 years and its  
average annual cost for insurance to mutual  
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 It had admitted assets, January 1, 1901,  
of \$2,828,533.69, and a net cash surplus  
over all liabilities of \$472,753.43.

 The same conservative management  
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be continued.

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the Company at No. 205 La Salle Street,  
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statement, which fully explains the Com-  
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property on the mutual plan. If your risk  
is up to the required standard you cannot  
afford to insure in any other company.

W. L. BARNUM, SECY.

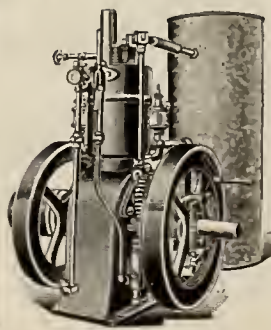


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PROTECTOR is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel-plated protector, \$1. postpaid. Circulars free. Agents wanted.

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30-36 La Salle St., CHICAGO.


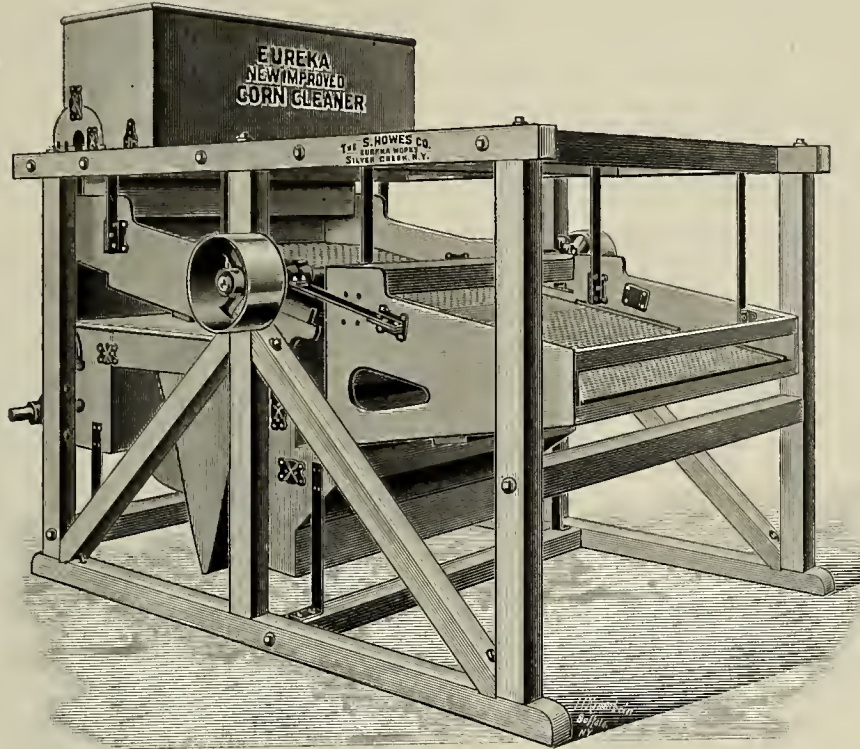
## Our "FARM HAND" Gasoline Engine

Is the simplest and most successful Gasoline Engine on the market. Can be used for various purposes on the farm and around elevators. Agents are making good money selling them. Write for special price on first engine. E. LINTON MFG CO. 156 Oak St., Quincy, Ill.





# "EUREKA" DUSTLESS CORN CLEANER



*"Eureka" Corn Sheller*

*"Eureka" Corn Scourer*

*Thoroughly Cleans the  
Corn; Does Not  
Break It*

*For Separating Corn  
Cob From Silk*

*"Eureka" Dryers for  
Wheat, Oats, Corn,  
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*Cleaners, Scourers and  
Separators*

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Duplicate parts of all "Eureka" Machines built, from the time of Howes, Babcock & Co. in 1856, until the present.

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**REPRESENTATIVES:**

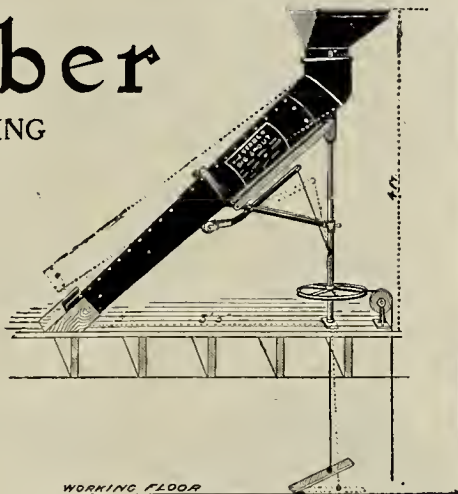
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**SPOUTS**  
PATENTED  
May 15, 1900 Feb. 18, 1902  
Are in good demand this season. Try one and you will have no other.



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ELEVATOR SPOUTING A SPECIALTY

**JAMES J. GERBER,**  
MINNEAPOLIS, MINNESOTA

CLAUDE D. STEPHENS

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Manufacturers, Jobbers and Designers of

**....MACHINERY....**

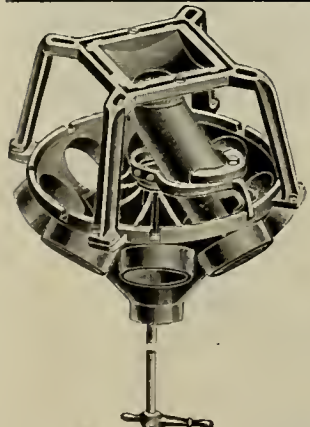
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For All Kinds of Heavy Work, including  
GRAIN ELEVATORS, FLOUR MILLS, MALT HOUSES,  
STARCH FACTORIES, OIL MILLS.

POWER PLANTS, POWER TRANSMISSIONS, ELEVATING AND CONVEYING MACHINERY.

Chicago Agents of STEPHENS-ADAMSON MFG. CO., Aurora, Ill.

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## ELEVATOR MACHINERY THAT LASTS.

Among the hundreds of *Hall Distributors* in continuous use in all parts of this country and Canada, *Not One* has required a *single dollar's* worth of repairs since the day of its installation. This bespeaks mechanical excellence of a high order, and emphasizes the fact that

True Economy Lies in Simplicity and Perfect Adaptation.

Besides this, it is the *only* distributor in the whole world that does not mix grain at the point of distribution, which our new Booklet "B" (sent free) fully describes.

**HALL DISTRIBUTOR CO.,**

506 First Nat. Bank Bldg. OMAHA, NEB.



## PEERLESS AND TANDEM

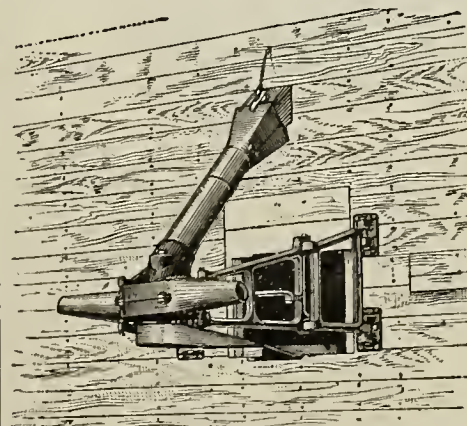
HIGH GRADE

GAS AND GASOLINE ENGINES.

Single Cylinder, 2, 4, 6, 8, 10 H. P. Double, 10, 15, 20, 25, 40, 50 H. P.

Write us stating size required. Northern Engineering Works, 29 Chene St., Detroit, Mich.

## The New Century Car Loader



Loads both ends of a car at the same time.

Loads any size car from end to end and full to roof, without the aid of hand labor.

Nothing to get out of order and cause trouble.

Guaranteed to load shelled corn, wheat, oats or rye from 2,500 to 3,000 bushels per hour, with but very little power required to operate.

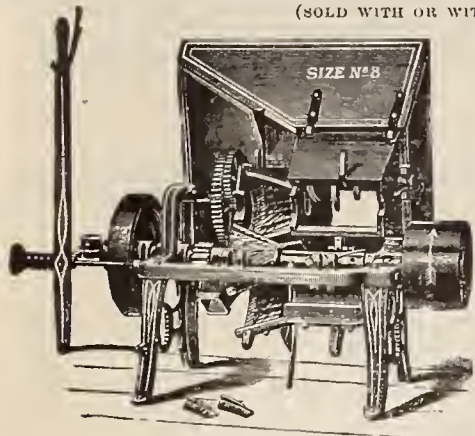
Will not crack or grind the grain.

Sold subject to 30 days' trial.  
Write for Catalogue giving full particulars.

The Ideal Car Loader Co., Allenville, Ill.



# The Best All-Around Feed Mill Corn Shellers



(SOLD WITH OR WITHOUT SACKING ATTACHMENT)

For *crushing ear corn*, with or without shuck, and *grinding* all kinds of *small grain*. The conical burrs are *light running* and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. *Will grind Kaffir corn* in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p.

*High-priced grain incites feeders to economize. Ground feed is the economical feed.*

Our catalogue sent for the asking.

**The N. P. Bowsher Co.,** South Bend, Ind.

## WANTED:

You to know that our firm name stands  
for STANDARD GOODS at RIGHT PRICES.

## GRAIN ELEVATOR MACHINERY AND MILL SUPPLIES.

Power Transmission, Gas Engines. Steam Engines and Boilers.  
Estimates Furnished.

**H. L. THORNBURGH & CO.,**

245-247 SO. JEFFERSON STREET. CHICAGO.

## "THE IDEAL ELEVATOR BELT."



For Elevating, Conveying and  
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## LEVIATHAN BELTING

Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

**MAIN BELTING COMPANY,** 1219-1241 Carpenter St., Philadelphia.  
55-57 Market St., Chicago.  
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SEND FOR PRICE LISTS AND SAMPLE.

## THE LITTLE GIANT WAGON DUMP AND ELEVATOR.



The latest improvement in grain conveying machinery, having less parts to wear, less weight to handle; in fact, the **cheapest** and **most practical device** ever invented for handling all kinds of grain. For capacity, simplicity and durability the "LITTLE GIANT" leads all the rest.

FOR FURTHER INFORMATION ADDRESS

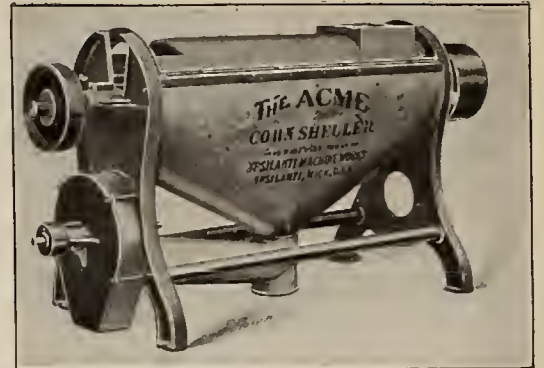
**WHITE-EVANS MFG. CO.,**

Successors to  
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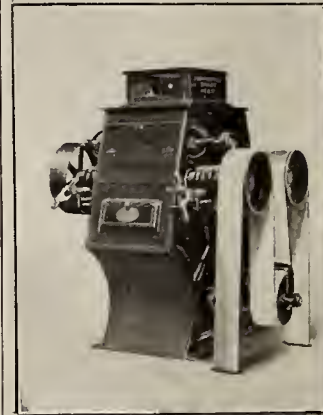
**BLOOMINGTON, ILL.**

## Corn Shellers AND Feed Mills

MADE BY

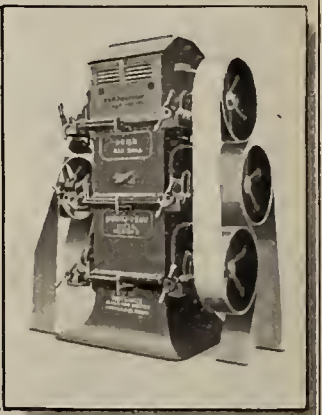


## YPSILANTI MACHINE WORKS, YPSILANTI, MICH.



MILL BUILDERS  
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ACME CORN  
AND FEED MILLS  
4 AND 6 ROLLS.



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## GRAIN PURIFYING PAYS.

It is just as essential as grading, cleaning and clipping.

Our process improves all kinds of grain by removing all impurities, such as smut, must and mold odors, and removes in part or whole any unnatural stain or discoloration without affecting the original state of grain, either in color or otherwise, as matured before cutting.

We own the only patent on a Grain Purifier and can sell you the right to use this process, together with instructions for erecting, e. c. Let us tell you fully what a Purifier will do for you.

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## AMERICAN GRAIN PURIFIER CONSTRUCTING CO.

INCORPORATED.

PAID-UP CAPITAL, \$250,000.00.

KENTLAND, INDIANA.

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DAVENPORT, IOWA.



Have  
A  
Care

For your grain sample packages.  
When you send a sample of grain  
you want the assurance that it will  
reach its destination in safety

### The Spear Sample Envelope

gives this assurance. It is easily  
and securely fastened, and un-  
breakable in ordinary usage. All  
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### Rubber Elevator Belting

THE BEST  
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**Boston Woven Hose & Rubber Co.,**

185-187 LAKE STREET, CHICAGO.

## JEFFREY ELEVATORS. CONVEYORS.

Designed to Suit Requirements.



**Jeffrey Standard Steel Elevator Buckets**

For handling

**GRAIN, SEED, FLOUR,**  
And for light and medium  
work in general.

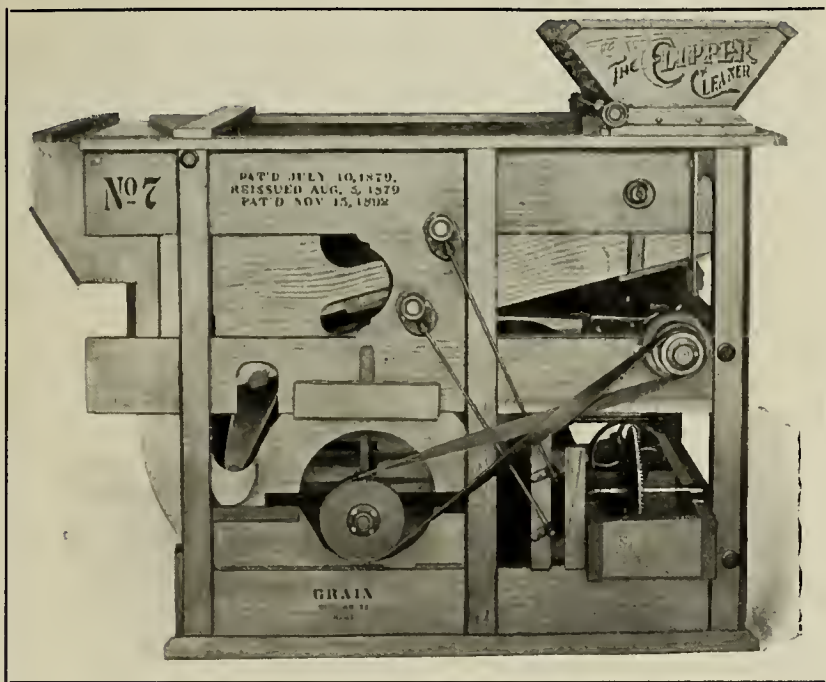
FOR CATALOGUE ADDRESS

**The Jeffrey Mfg. Co.,**  
Columbus, Ohio, U. S. A.





# The CLIPPER Seed Cleaners



This cut shows our No. 7 SPECIAL SEED CLEANER, with Traveling Brushes, and to which we can add our Special Air Controller, if it is desired.

This machine is absolutely unequalled as a cleaner, moderate in cost and of medium capacity, for handling all kinds of seeds—Clovers, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

The Traveling Brushes KEEP THE SCREENS CLEAR WITHOUT PERSONAL ATTENTION, and help to maintain the full capacity of the machine at all times.

The Special Air Controller permits regulating the air blast to EXACTLY MEET THE REQUIREMENTS OF LIGHT OR HEAVY STOCK, which is OF THE GREATEST IMPORTANCE IN CLEANING FINE SEEDS.

This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

FOURTEEN of these machines sold to one seed firm, and TWENTY-THREE to another, THIS YEAR FOR THEIR OWN USE.

Sample Plate of perforations and new Catalogue mailed on request.

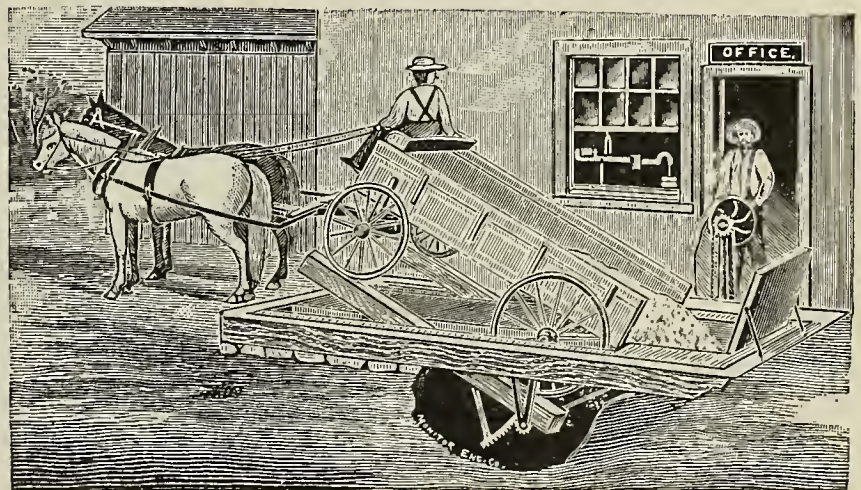
**A. T. FERRELL & CO., Saginaw, Mich.**

## DRYING GRAIN BY NATURE'S OWN METHOD

Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

**The Paine-Ellis Grain Drier Co.**  
53 Chamber of Commerce, Milwaukee, Wis.

## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain run out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



# How Do You Know It's Cheaper?

Every once in a while a man breaks out with the remark that "I'd like to have a Monitor Sconrer in my grain cleaning department, but there are cheaper machines."

How do you know they are cheaper?

It's the same old story of the "Cheap-in-the-Beginning-Man" getting a thing at a "Dear-in-the-End-Price."

If there was a great big difference in the price between the "Just-as-good" Sconrer and the Monitor Sconrer, there might be something in this cheap proposition, but there is not enough difference in money to make it worth while, and nine cases out of ten we find that a man pays just as much for the capacity of the machine he buys as he would pay for the same capacity in a Monitor Machine.

If you buy the "Just-as-good" Machine and you *think you are* getting a five-hundred-bushel machine and it turns out that it can only do the work of a four-hundred-bushel machine, you are paying for a four-hundred-bushel machine, aren't you?

That's reasonable, isn't it?

It's chances against you that if you had bought our four-hundred-bushel machine you would have got it at the same price and possibly a little cheaper.

The whole point comes right here with regards to the Monitor product:

In the Monitor product you get *exactly what you pay for* at a price that you have got to pay for a machine that is "just-as-good" as the Monitor.

We haven't been in business as long as we have to let anybody else set the pace.

The Monitor product has always been right up front; always been doing all it said it would do; always doing it at a price that was fair and square and honest, and we won't give anyone the advantage to-day.

The Monitor Sconrers do closer, better and more even work.

You can do light or severe scouring at your pleasure.

They have absolutely positive and controllable air separations.

It has better sieve separations.

Its capacity is just what we say it is.

Its construction is just what our trade-mark stands for.

It makes the best machine in the market.

These are the things that the Monitor trade-mark stands for, and these are the things you pay for, and these are the things you get, and if you can point to one thing in which our guarantee fails in being reproduced right on the floor, back goes the machine to us. There is no "ifs," "ands" or "buts" about it.

We go anywhere for business and talk to any kind of a man who talks business, and we would be glad to hear from you if you are thinking about it.

And just here we would like to ask you again about that cheap machine—how do you know it is cheaper?

Do *you* know, or did somebody else tell you so?

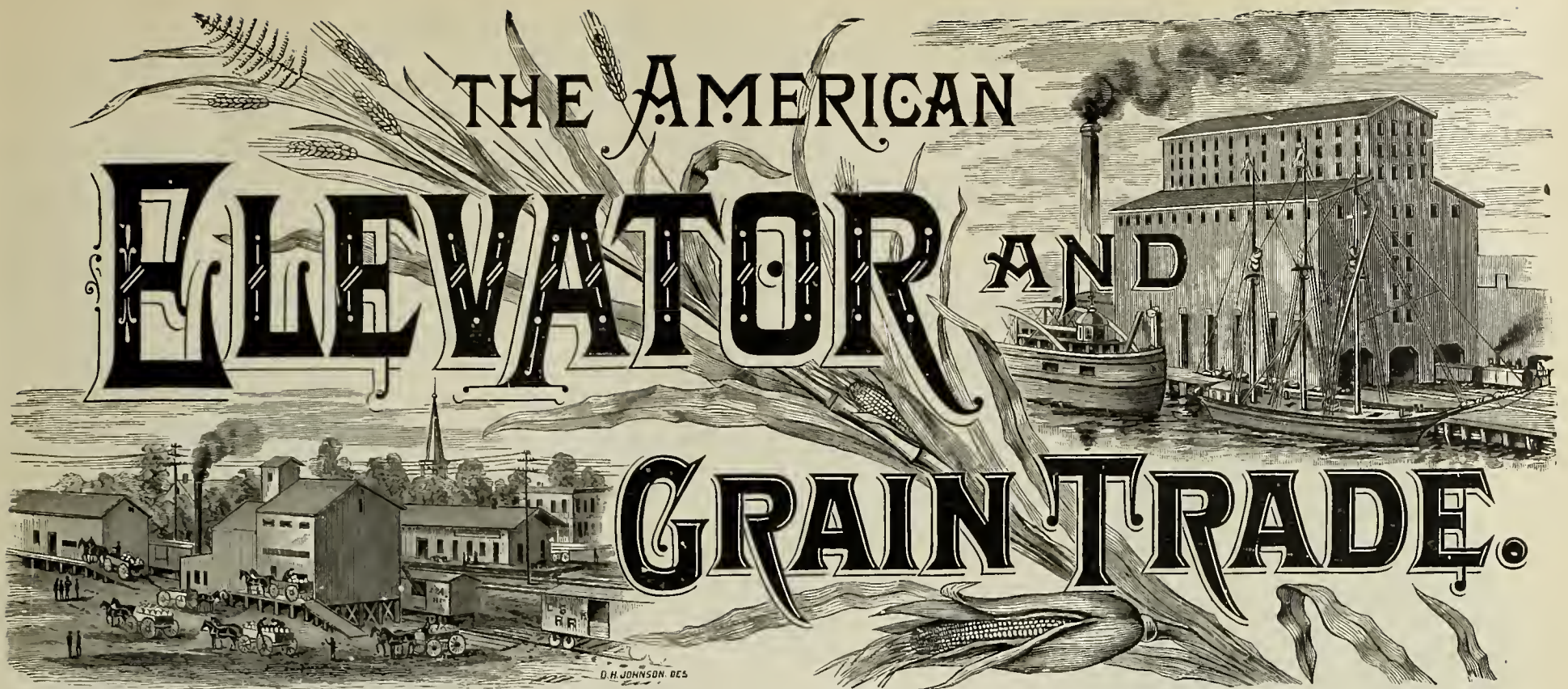
## THE HUNTLEY MANUFACTURING CO.

### Grain Cleaning Machinery for Mills and Elevators

THE MONITOR WORKS

SILVER CREEK, N. Y.





A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXI.

CHICAGO, ILLINOIS, AUGUST 15, 1902.

No. 2. { ONE DOLLAR PER ANNUM  
SINGLE COPY, TEN CENTS.

## BARTON S. TYLER.

Writing of Herbert Spencer, one of his biographers says: "The sociological effects produced by the great man resemble the changes caused in the fauna and flora of a country by the introduction of a new species." It is not necessary in expressing a brief appreciation of the late Barton S. Tyler of Decatur, Ill., to resort to the hyperbole of classing him with the distinctively and historically great men of his time. Neither he nor his nearest friends for him made pretense of such greatness or title to renown; and yet, viewing him as an Illinois citizen, business man and grain dealer, he certainly must be classed among those men whose works entitle them to everlasting remembrance and the gratitude of their contemporaries, and also, let us hope, of his successors, as those of an epoch-maker. The Illinois Grain Dealers' Association might have existed without him. It is known, however, that to him and a few men powerfully influenced by him, in a most conspicuous manner, it actually owes its present position and its far-reaching and beneficent influence in the grain trade of this country.

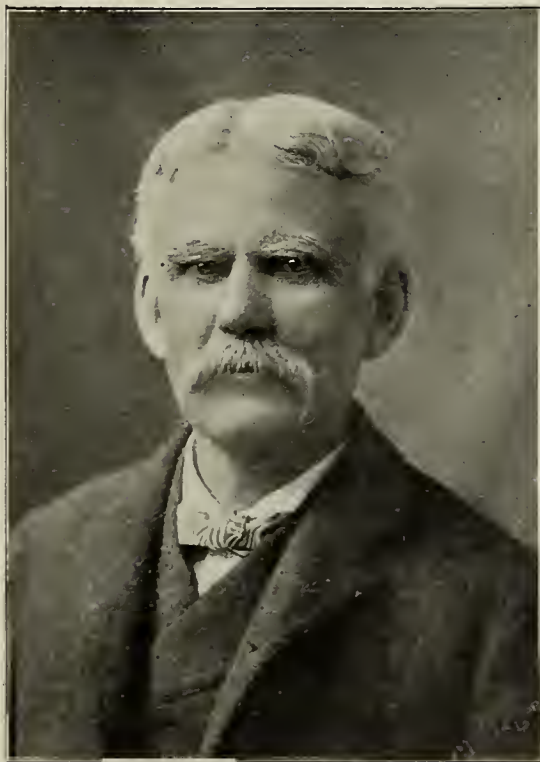
After a long illness from a complication of diseases, chief of which, apparently, was jaundice, Barton S. Tyler died at his home in Decatur at 4:30 o'clock p. m. on Sunday, July 27, having reached 57 years of age nearly. While in June, 1901, he was too ill to attend the annual meeting of the Illinois Association, he had so far regained his health in June last that he was able to be present at both the regular sessions of the annual meeting and also at the evening banquet, at which he responded to a toast; but it appears that on Friday, July 25, he was again taken suddenly ill, and grew worse rapidly until he died.

He is survived by his wife and one daughter, Miss Gertrude Tyler. He was father of three other children, Ralph, Lelah and Gussie, all of whom are dead. He leaves the following brothers and sisters: Dr. B. B. Tyler of Denver, Colo.; J. Z. Tyler of Cleveland, Ohio; Charles Tyler of Oklahoma; Mrs. Steven Cook of Denver, Colo.; Miss Alice Tyler of Des Moines, Ia.; Mrs. Sue Odor and Mrs. J. A. Meriweather of Decatur. He also leaves a half brother, John Tyler, and a half sister, Mrs. Nancy J. Housley.

The grain business of which he was the head, B. S. Tyler & Co., of Decatur, being an incorporated company, will be continued without change, Mr. Tyler's interests being held by his heirs.

Barton S. Tyler was the son of Rev. John W. Tyler, who in 1836 came from Kentucky and settled

in Macon County on a farm located about five miles east of Decatur, where he died in 1888. Barton S., who was born on August 19, 1845, had the usual advantages and discouragements of a farmer's son of those times; did the hard work; suffered the physical and mental privations; got his education in the district schools, which he supplemented by a year in college after he had earned the money by his individual labor. In 1871 he went to Kansas and spent two years among the Indians and cowboys and on returning to Illinois he married (1873) and



THE LATE BARTON S. TYLER.

became a school teacher in winter and a farmer the rest of the year.

His initiation into the grain business took place in 1879, when he began buying grain in a small way at a country station. Three years later Pratt & Co. of Decatur secured him as an employe. After remaining with them on a salary for five years, he bought an interest in their business. Subsequently he bought their country stations, which he operated as B. S. Tyler & Co., a firm which was afterwards incorporated as a stock company of which he was president. The company owns a number of houses on each of the four or five roads running into Decatur. As a grain buyer he was noted for his fairness to both farmers and competitors; and he had his reward both in the esteem of his fellow men

and in the knowledge that his family are left pecuniarily in comfortable circumstances.

Of his connection with the Illinois Grain Dealers' Association little need be said here, where his work has received repeated notice. As one of its founders at Springfield in June, 1894, he became its secretary, or chief executive officer, a position he held until in 1900 he requested to be relieved of that duty. He was then elevated to the presidency, an office he held one year, when he permanently retired from the management of the association's affairs on account of bad health. During all these years the association was second only to the most exacting requirements of his own private business; and to him more than to any one man, probably, the association now owes both its existence and its high moral influence in the trade. In June, 1900, in a sketch of Mr. Tyler this paper said:

B. S. Tyler certainly has been an ideal executive officer. A man of scrupulous business honor and integrity, whose word is as good as his bond, he has commanded the confidence of all farmers, dealers and receivers who have come in contact with him; while his spontaneous good nature combines with his sincere cordiality and tactfulness to make for him personal friends of those who do business with him. Furthermore, while he is a man of decided convictions on all questions, political as well as business ones, he is too wise to be stubborn in supporting them and too sympathetic not to see and admit the merit that may be in the other side and in tactfully yielding when expediency dictates a minor sacrifice for a substantial gain without a surrender of the vital principle at stake. In short, Mr. Tyler is a practical manager and leader of men, and he has given to the Illinois Association an endowment of his own personal characteristics of strict honesty in all dealings between man and man and a purpose to succeed on strictly legitimate lines by methods open to the free and rigid inspection and criticism of the most exacting.

Time has but added to the debt which the association owes to him and to the depth of the regard in which its members will hereafter hold him in memory.

As a citizen of Decatur he was facile princeps among its leading men, alive to its opportunities as a municipality and ready to advance its interests in every material and moral way. As a friend and neighbor he died lamented on every hand.

In order to provide harvesters, the government of Manitoba has sent cards to crop correspondents and railway agents, which are to be signed by farmers who will state the number of hands required by them. Harvester's tickets will be sold by the railroads at low rates, and the men sent where needed as appear from the farmers' cards received.



**CHARLES KNOX.**

Charles Knox, who for nearly twenty-four years has represented Reynolds Bros. of Toledo in the winter wheat and corn belts, was born a Yankee, having first seen light at Hartford, Conn., on Nov. 13, 1854. But having wisely selected a father with Western business connections, Charlie came West early and anchored here. His father, also named Charles Knox, having in 1851 been appointed general freight agent of the Wabash railway, a position he held for many years, the family removed



CHARLES KNOX.

to Toledo in 1857, which has been the home of Charles Knox II. ever since.

Charlie Knox began his business life by taking a position on July 23, 1873, in the Wabash freight accountant's office at Toledo, where he remained for about a year, leaving that position to take charge of the printing and stationery department of the same railway. This position completed his career as a railroad man; for in the fall of 1875 he entered the office of N. M. Howard & Co., then one of the prominent grain firms of Toledo. A year later he went to W. B. Wiltbank & Co., also prominent as grain merchants. On their retirement from business Mr. Knox, on Aug. 17, 1878, entered the employ of Reynolds Bros., with whom he remains at this time, after nearly twenty-four years of continuous service.

During this time there have been many changes in the methods of handling grain and in its distribution from point of origin. At first, for years nearly all of the grain from the West and Southwest found its way to the seaboard via the Eastern markets; and of the crops of Kansas, Nebraska and Missouri, Reynolds Bros. handled practically the bulk via Toledo and thence by water via Montreal and Eastern seaports to Liverpool, Galveston, New Orleans, New York, etc., being practically unknown as competitive factors. "Early in the game," too, everything was shipped on consignment, 1 cent per bushel being the regular commission. The receipts of dressed hogs and clover seed also reached enormous proportions at Toledo during the winter and spring months. While the dressed hog from the farm is now rarely seen in any market except to be sold for local consumption, Toledo still retains the distinction of being the largest clover seed market in the world.

Later on the West was invaded by Eastern buyers of grain, of whom Reynolds Bros. were the pioneers, and the new idea of accepting off grades on contract at market difference was then established, ten cars filling a ten-car sale.

Mr. Knox has traveled all the winter wheat states, including Indian Territory, and through much of the corn belt, but most of his migrations have been along "the banks of the Wabash." Of a not too rugged constitution, he has enjoyed good

health except in the rather unique matter of broken limbs, in which respect he claims the championship of the grain trade, having broken an arm on no less than six different occasions.

**EXCHANGE CONTROL OF ST. LOUIS ELEVATORS.**

On July 21 the St. Louis Merchants' Exchange, by a vote of 374 to 104, adopted a rule providing that the Exchange's board of directors shall from time to time classify as "regular" such elevators and warehouses as may make application therefor and conform to the rules, provided delivery can be made to both railroads and river. Bond in such sum and under such conditions as the board may provide will be required. The board is, moreover, authorized to classify any elevator as "irregular" which has been classed as regular.

Pending the voting on this rule, application was made by the Advance Elevator and Warehouse Company, the Mississippi Valley Elevator and Grain Company and the Venice Elevator for an injunction to restrain the Exchange from voting on the proposition, on the ground that such action by a board of directors of the Exchange would amount to an arbitrary and injurious usurpation of authority and jurisdiction over the elevators which would be injurious to their business. The injunction was denied.

**IOWA CORN.**

Iowa has long since been crowned queen of the corn belt. Only twice in the past eleven years has Illinois, her sometimes rival, equalled the trans-Mississippi state's production, while for the eleven years named Iowa has a net balance to her credit of 346,132,144 bushels, the total yield of Iowa for that period having been 2,757,960,689 bushels, against 2,411,828,445 bushels by Illinois.

Now, while these facts must be admitted as incontrovertible, there are some alleged facts in connection with Iowa corn that stick in one's craw. Seeing is believing, perhaps, and there are some people who think a photograph is but a crystallization of what the eye sees: a means to give "airy nothings a local habitation and a name;" but even with the facts before us in cold material photo-



GATHERING CORN IN IOWA ON THE LINE OF THE CHICAGO GREAT WESTERN RY., AS PICTURED BY AN IOWA MAN.

graphic half tone, we still have doubts. We have no reason to doubt the entire good faith of Mr. R. C. Wight, secretary of the Chicago Great Western Railway, who kindly forwards us the original photograph from which the half-tone was made; but if Mr. Wright's informant—who says the kernels of this corn weigh two pounds each and are each a sufficient meal for a family of four—has no regard for the resilience of his conscience, one must confess only to the awful wonder: "Can such things be!"

No wonder the Chicago Great Western is getting ready for a record-breaking tonnage of corn, if this

sort of thing is what she is expected to get to market.

**WHARF WALL AT MONTREAL.**

The Montreal Harbor Commissioners on July 19 gave the contract for the concrete wharf wall between King Edward and Queen Alexandra piers to the Continental Engineering and Construction Company, allied to the Steel Storage and Elevator Construction Company. The wall is a part of the elevator improvement now under construction by the latter company, and will be 588 feet long, 25 feet high and 30 feet wide.

The Harbor Board has also ordered that these construction companies shall pay wharfage dues on all materials used by them in the work under contract for the Board. These will amount to about \$4,000.

**NEW ORLEANS INSPECTION SCANDAL.**

The bill introduced in the Louisiana Legislature for a law creating a state grain inspection department was defeated in the senate on the last day of the session, 15 senators voting for the bill, 11 against it and 13 being absent on roll call. This disposition of the bill has given rise to numerous charges of scandal, it being asserted that the absconding senators were paid to refrain from voting. As the amount expended for bribery purposes is only claimed to be \$5,000 as a maximum, senators must, in that case, be cheap in Louisiana. The senators voting against the bill are credited with conscientious objections to adding any more offices to the patronage of the governor.

Since the rejection of the bill the New Orleans Board of Trade has taken a new tack in the matter of export inspection, and on July 31 gave notice as follows:

"For the protection of those desiring to avail of the services of the Board of Trade grain inspection department, notice is hereby given that, on and after August 5, 1902, the Board of Trade will not inspect grain outward from elevators for export from the port of New Orleans for any parties unless such grain has been inspected into the said elevators by the Board of Trade inspectors."

This action of the board, which has had control of the out inspection, even where the Maritime Exchange controlled the in, is said by the president of the board to be intended to relieve the exporters of any complications that might result from a dual inspection and a conflict of authority. However, as foreign trade bodies do not as yet recognize the Maritime Exchange's out inspection, this step by the board looks like something not so disinterested as it might appear. Meantime the Maritime Exchange will send representatives abroad to present its side of the matter to the objecting grain trade associations.



**LOUIS MUELLER.**

Louis Mueller, whose portrait accompanies this, and who represents the well-known firm of T. A. Grier & Co. of Peoria, is a native of that city, where he was born on January 21, 1872. Although but well into his thirty-first year, he has been with the firm of T. A. Grier & Co. for seventeen years, in various capacities, being now the representative of the business on the railroads tributary to Peoria.

Mr. Mueller is an active, intelligent and energetic worker, and wise enough to understand how truly



LOUIS MUELLER.

the conservation of the interests of the firm's customers strengthens the latter's business connection among shippers. He has a wide acquaintance among grain shippers and is universally popular and highly esteemed by the trade generally.

**THE BUFFALO POOL.**

After the owners of the wooden elevators at Buffalo withdrew in July from the Western Elevating Association and organized the Elevator Owners' Association, with a capacity of 4,000,000 bushels, and made a rate of one-quarter cent per bushel for elevating, the Western Elevating Association on July 18 reorganized and rearranged the division of percentage. The officers elected were: Geo. H. Sowerby, president; Edward Michael, vice president; and P. G. Cook, secretary and treasurer. The charge for elevating grain was fixed at one-half cent per bushel, with ten days' free storage and loading of through grain into cars. The pool then consisted of the following elevators: Dakota (steel), 1,250,000 bushels; Eastern (steel), 2,500,000 bushels; Marine, 650,000 bushels; Erie, 720,000 bushels; Terminal, 950,000 bushels; Niagara A and B, 800,000 and 1,200,000 bushels, respectively; Export, 1,000,000 bushels; Electric (steel), 1,800,000 bushels; Great Northern (steel), 2,500,000 bushels; City A and B, 600,000 and 800,000 bushels, and Union, 130,000 bushels,—a total of 14,900,000 bushels.

The pool, in which the New York Central road is largely interested directly as elevator owner, and in which the other railroads are concerned as members of a Buffalo railway pool, proceeded to protect itself against the Owners' Association by making a flat freight rate to New York, which practically eliminated the elevating charge, or at least reduced the pool rate to one-quarter cent.

On August 1, however, these plans were upset by the withdrawal from the Elevating Association of Hill's Great Northern Elevator. A failure to agree on the amount of percentage to be paid the elevator precipitated the withdrawal, and a fight between the Vanderbilt and Hill interests was expected to be the result. However, on August 7 a peace was arranged between the conflicting interests, and while a settlement was reached that leaves

only the Great Northern and the Kelloggs outside the new pool, the elevating rate was restored to ½ cent per bushel and the war declared ended.

**A NEW NATIONAL FIRE INSURANCE COMPANY FOR GRAIN DEALERS.**

The preliminary steps were taken in Chicago on August 5 for the formation of a national mutual fire insurance company which will make a specialty of writing insurance on country grain elevators. On that date, pursuant to a call by C. A. McCotter of Ann Arbor, Mich., the following grain dealers and officers of state grain dealers' associations met at the Grand Pacific Hotel for the purpose of organizing a company on lines that would assure to grain men a safe and cheap insurance: T. B. Baxter, Taylorville, Ill.; George A. Stibbens, Chicago, Ill.; H. S. Grimes, Portsmouth, Ohio; J. W. McCord, Columbus, Ohio; H. N. Knight, Monticello, Ill.; J. N. Hairgrove, Virden, Ill.; George S. Hayes, Lincoln, Neb.; A. H. Bewsher, Omaha, Neb.; C. A. McCotter, Ann Arbor, Mich.; A. E. Reynolds, Crawfordsville, Ind.; W. H. Council, Williamsville, Ill.; S. B. Sampson, Indianapolis.

C. A. McCotter called the meeting to order, and T. P. Baxter was elected chairman.

The need of such an association was discussed, and the question as to what state offered most favorable laws under which to incorporate was considered.

On motion by Mr. Grimes it was decided to name

The articles of incorporation were signed by those present, and it is expected additional names will be secured immediately.

An office will be opened in the Board of Trade Building, Indianapolis, where applications for insurance will be received. As soon as applications for \$100,000 of insurance shall have been received the company will be able to secure its charter.

Arrangements also were made for securing an advance of the necessary funds for launching the company, the same to be refunded after the complete organization shall have been effected.

**LOGAN HENSHAW, NEW CASTLE, IND.**

The elevator of Logan Henshaw, shown in the accompanying picture, is only of 10,000 bushels' capacity, but being located on the Big Four Railroad it has first-class shipping facilities. Its working capacity also is large, being equipped with two dumps, two stand of elevators (7x14-in. and 9x9-in. buckets), with turnheads to seven cribbed and rodded bins. The turnheads as well as the Fairbank's Hopper Scales are controlled from the first floor.

Other machinery includes a 500-bushel Western Corn Sheller, in the basement, and one Monitor Wheat Cleaner and one Western Corn Cleaner on an upper floor.

Mr. Henshaw has been in the grain business for about ten years, seven of which have been spent



GRAIN ELEVATOR OF LOGAN HENSHAW AT NEW CASTLE, INDIANA.

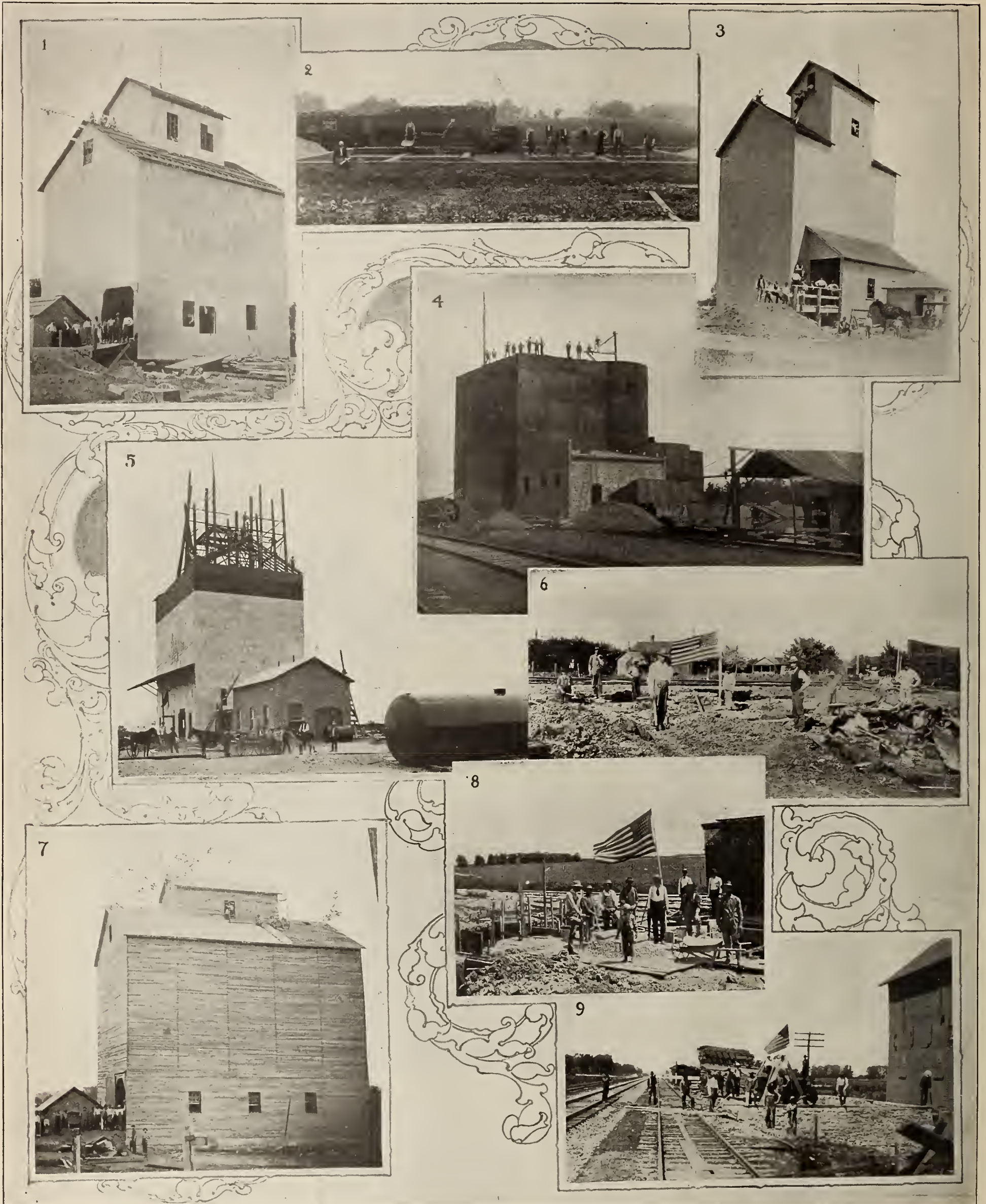
the new association the Grain Dealers' Mutual Fire Insurance Company, and Indiana was chosen as the state in which to incorporate, Indianapolis being selected as headquarters, unless more satisfactory conditions could be made by locating in Illinois or elsewhere.

On motion by Mr. McCotter an executive committee of five was appointed as follows, the first three named to act as commissioners to incorporate: C. A. McCotter, Ann Arbor, Mich.; A. E. Reynolds, Crawfordsville, Ind.; J. W. Sale, Bluffton, Ind.; T. P. Baxter, Taylorville, Ill.; J. W. McCord, Columbus, Ohio.

at New Castle, where in addition to his grain trade he does both a wholesale and a retail business in farm and garden seeds, including seed wheat, and buys hay and wool and retails flour and feed.

R. C. McCroskey, a grower, sold the first wheat of the season in the Palouse country. He contracted to deliver 15,000 bushels of his harvest to the Garfield Hardware and Mercantile Company at 51 cents. The first actual delivery was made by E. S. Waterman to the Pacific Coast Elevator Company at Walla Walla on July 23—a carload of choice No. 1 Blue Stem.





GROUP OF ELEVATORS UNDER CONSTRUCTION BY G. T. BURRELL & CO. OF CHICAGO, FROM PHOTOGRAPHS TAKEN JULY 3, 1902.

1. J. F. Johnson, Logansport, Ind.
2. Atlas Grain Co., Mendota, Ill.
3. Rogers-Bacon Co., DeWitt, Ill.

4. Central Grain & Stock Exchange of Hammond, Hammond, Ind.
5. J. Rosenbaum Grain Co., El Paso, Tex.
6. B. C. Beach & Co., Champaign, Ill.

7. L. B. Payne, Gallatin, Tenn.
8. Jesse Sumner, Stockland, Ill. (first absolutely fireproof country elevator in the United States).
9. Wm. Murray, Savoy, Ill.



### G. T. BURRELL & COMPANY'S FOURTH OF JULY.

G. T. Burrell & Co. of Chicago celebrated Independence Day by having a picture taken of the most important work which they had under construction on that date. The opposite full page half-tone is the result of the work of the various photographers and our artists.

While the pictures are supposedly representing the company's July Fourth, yet, as Terence Mulvaney might have said, their Fourth did not occur on the 4th at all, but on the 3d. In order to allow their men to celebrate Independence Day in a manner befitting their loyal tendencies, the photographers were instructed to take the pictures on July 3, there being no work done on the day following.

Each of the elevators has our country's flag raised above its cupola, or where the work on the house is just begun it is waving over the foundation. On an average, 30 to 40 men are employed on each elevator, which, as the illustration shows, range in locations from Illinois to Tennessee and Texas.

We have been unable to locate either President G. T. Burrell or Business Manager "Jim" at any of the houses, so we must presume they are en route homeward, as it was reported they took their "kids" to a family picnic on the Fourth, and helped to increase the noise of the celebration by shooting off canons and giant crackers with the children.

The elevators shown are a very small part of the work done by G. T. Burrell & Co. this season, yet they are a good record for July 4. They are built on the same modern plan of all their houses, which means symmetry of construction, strength of material and economy of grain handling costs.

### EXPENSIVE OATS.

In order to test the value in law and for board of trade purposes of a warehouse receipt that had been changed after issue, W. B. Harrison of St. Louis invited a loss of \$1,075 as the price of one bushel of oats on August 1. The facts in the case are substantially as follows:

Just before the close on July 31, C. H. Spencer entered the pit of the Merchants' Exchange at St. Louis and bid the July option in oats up to 50 cents a bushel. His bid was met by Mr. Harrison, who offered to deliver to him 5,000 bushels of contract oats at that figure, and the deal was closed. When Mr. Harrison made the delivery, it was found that the warehouse certificate covered only 4,999 bushels. Thomas J. Akin, partner of C. H. Spencer, refused to accept the grain until the deficiency should be made up. Mr. Harrison notified the Advance Elevator Company and the certificate was changed to read 5,000 bushels. Mr. Akin still refused to accept it on the ground that the alteration invalidated the document. In order to establish his claim against the purchaser Mr. Harrison was forced to throw the grain on the open market and he sold it at auction for cash to the highest bidder, who offered 28½ cents a bushel, making a net loss on the 5,000 bushels of \$1,075.

Mr. Harrison's position is this: "The whole controversy turns on the changing of the warehouse certificate. Even though there was a shortage of thirty pounds, or one bushel, I was in a position to make good the deficiency, as I had 3,200 bushels of contract oats in the elevator. The elevator people stood ready to supply the small amount which was missing on my contract. I shall take the case before the arbitration committee, and if I fail to obtain relief I shall bring suit in the Circuit Court. The alleged shortage of one bushel of oats cost me \$1,075."

Thomas J. Akin said: "Our action was not arbitrary or without precedent. Mr. Spencer was merely acting on the principle that so important a document as a warehouse receipt should not be altered or tampered with."

The controversy was subsequently submitted to arbitration, and on August 4 a decision was rendered which decides nothing except that in equity the parties should divide the loss between them-

selves. Both litigants are found to be justified in the positions taken by them. As to the main point at issue, the changing of a warehouse receipt, the committee says:

"While it is often customary for our elevators to take up old receipts at the request of the holder and issue new ones in their place for reasons apparent and satisfactory, we cannot find that they have ever been in the habit of changing the face of old warehouse receipts which have before been issued. And we do not think that there should be any action of the Exchange, or of any committee representing it in any way, that might be considered a precedent for justifying any change of the face of old elevator receipts, either with or without the sanction of the board of registration."

### CHARLES ENGLAND.

The election of Charles England to be president of the National Hay Association for the current Association year, is regarded by his business contemporaries in Baltimore not only as a compliment to that city, but as a merited honor and fitting recognition of the services rendered that Association by Mr. England, as well as a shrewd choice by the Association of an executive officer of commanding ability and large experience. Mr. England has long



CHARLES ENGLAND.

been one of the most active members of the National Hay Association and is thoroughly familiar with its work and en rapport with its aims and purposes, having served on its board of directors as well as on its more important committees.

Charles England was born in Baltimore, being a descendant of Joseph England, who came to Maryland from England in 1721, and who, with his brother, operated the Principio Iron Works, which were perhaps the pioneer iron works in America, and which stood in the front rank of colonial enterprises for fifty years. In Baltimore Mr. England received his education, and there, with the exception of three and one-half years passed in a lumber camp in Northern Wisconsin as manager of a lumber company, he has spent his entire business career to this date. In 1886, after an extended experience in the grain trade, he organized the firm of England & Hynson to deal in grain, hay, straw, etc., which continued until 1895, when the firm name became Chas. England & Co. The firm has done a large business and ranks among the leaders in Baltimore.

Mr. England has always been a conspicuous member of the commercial organizations of Baltimore, and has been repeatedly called upon to act in an advisory and executive capacity in their management. In 1890 he became a director of the Baltimore Chamber of Commerce, serving two terms, or six years, during which period he was made vice-president (1894) and then president (1895) of the

Chamber. On retiring from the directory he was made a member of the wheat committee, considered the most important on the list of the exchange's committees, and in January last was again elected a director for a term of three years. He has frequently been a Chamber representative also to conventions of grain and hay dealers, as well as other bodies in whose work the Chamber has an interest.

### THE BRITISH GRAIN DUTY.

A parliamentary return has been published giving the name of each article on which the proposed customs import duties of 5d. and 3d., respectively, will be charged, with the quantities in hundred-weights imported during the financial year ended March 31, 1902, and the respective amounts which each article would have contributed to the revenue had the proposed duty then been in operation. "The statement is chiefly interesting," says the London Economist, "as showing how far in the direction of petty taxation the proposed duties go. When we have to descend to a duty which, like that on malt, is calculated to yield only £4 per annum to the Exchequer, we have surely gone as far as is possible in the direction of petty imposts, and few before the budget was introduced would have imagined that such a fiscal descent was possible the following is the statement:

#### CUSTOMS IMPORT DUTIES ON CORN, ETC., FINANCIAL YEAR 1901-02.

	Imports.	Amounts.
Wheat .....	68,237,332	£852,967
Barley .....	22,802,017	285,025
Oats .....	20,887,133	261,089
Rye .....	1,235,680	15,446
Maize .....	49,965,394	620,705
Buckwheat .....	133,874	1,673
Peas (not fresh).....	1,964,885	24,561
Beans (not fresh).....	1,759,682	21,996
Locust beans.....	1,241,761	15,522
Lentils .....	339,346	4,242
Rice (other than whole and cleaned rice).....	1,114,000	13,925
Offals of any of the above mentioned articles .....	3,050,000	38,125
	*172,422,104	£2,155,276
		\$10,487,573

3d. per hundredweight.

Flour and the meal (other than offals) of any of the articles mentioned in Part I of this schedule..	22,578,245	470,380
Starch .....	1,320,728	27,515
Arrowroot, Cassava pow- der, tapioca, potato flour and pearly barley.....	999,166	20,816
Sago .....	457,990	9,542
Malt .....	200	4
Rice (whole or cleaned)...	1,989,000	41,437

†27,345,329 £569,694

199,767,433 £2,724,970  
\$13,259,523

Grand total..... \$23,747,096

†5d. per hundredweight.

### NO CAR FAMINE.

Apparently the annual car famine is this year to be mitigated at least. All the roads have added to their rolling stock, and in addition the Eastern lines are having their cars returned to them from the West and South with quite unprecedented promptness. This is unquestionably due to the new per diem system of settling for the use of foreign cars; and even those railway officials who have been skeptical of the new system are forced to admit that they are astonished at the way empties are turned in on them. The new system has already so far demonstrated its effectiveness in bringing back cars from other lines that the fear of car famines is much abated thereby.

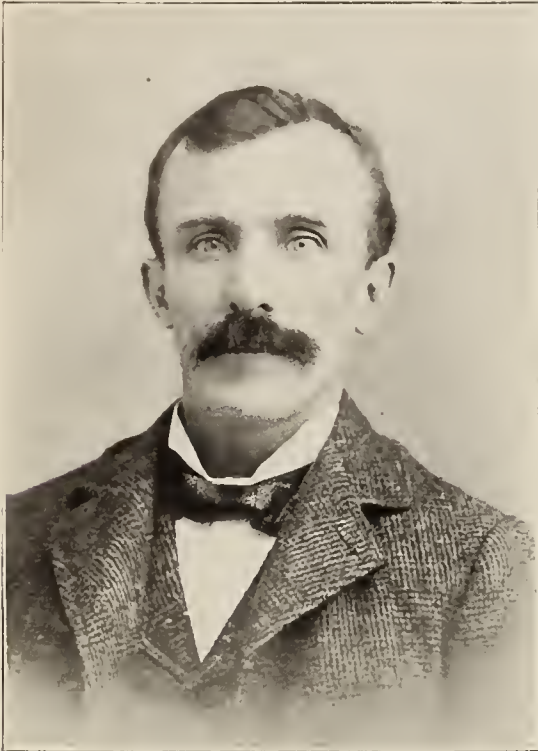
An Iowa traveling man ran afoul of an Iowa boy the other day and said to him: "That corn looks pretty yellow." "Yes," the boy replied, "that's the kind we planted." "It won't bring over half a crop, anyway," he added. "Well, that's all we want; we are farming on shares."



**TWEEDALE & HARVEY.**

Wm. Tweedale and W. L. Harvey, owners of the Perfection Grain Drier patents, are both practical elevator men, who developed their grain drying system from their own personal experience in handling damp grain.

Wm. Tweedale, senior of the firm, was born in Scotland, where he learned the miller's trade before



WILLIAM TWEEDALE.

emigrating to Canada in 1882. He had charge of the flouring mill of Thos. Gibbie & Sons at Howick, Quebec, until 1886, when he came to the United States and took charge of the mill of the Forrest Milling Company, at Cedar Falls, Iowa. He came to Chicago in 1892 and was made night foreman in Armour's Minnesota Elevator on Goose Island, and at present is (as he has been for years past) foreman of the Chicago & Erie Transfer Elevator of the Interstate Elevator Company at Chicago.

It was while handling off-grade stuff at these houses that he saw the need of a practical drier, and working in connection with W. L. Harvey he developed the Perfection Drier.

W. L. Harvey is a native of Michigan, and was raised at Battle Creek. He began his connection with grain elevators at Edwardsburg, Mich., and after handling grain in California for several years came to Chicago in 1885, and became engineer for the Commercial Warehouse at the foot of West Washington street. Here he had charge of the first oats clipper ever operated, and there handled the first cargo of clipped oats shipped from Chicago. Later he was made engineer at Armour's Atlantic Elevator on Goose Island, where he remained for several years, and where he had charge of the first successful grain drier ever set up. Since then he has been chief engineer for the Minnesota Elevator (three years) and of the Erie Transfer Elevator (five years). He is joint inventor and patentee with Wm. Tweedale of the Perfection Grain Drier, one of the most practical driers on the market.

**THE BEAN CROP.**

If reports to Orange Judd Farmer may be relied on, the short bean crop of 1901 is to be followed by a still smaller one for the current season. In all the bean-growing districts the weather has been unfavorable.

"In California, the acreage planted is about 20 per cent less than last year, due partly to the further extension of sugar beets and to the large stocks of last year's crop carried over. In Ventura county, where lima beans are so largely grown, there is less reduction in acreage and favorable prospects for a good crop, although there was less rainfall than usual during the winter. Acreage of

small white beans is reduced about one-third and colored varieties about one-fifth.

"In the extensive bean growing sections of Michigan the acreage generally is nearly 20 per cent less than last year, partly due to excessive rains which prevented planting on heavy ground. Rains have drowned out many pieces so that prospects favor about three-fourths of last year's crop. . . .

"The acreage planted in New York was about the same as last year. Heavy rains have ruined some fields and greatly damaged others, so that present outlook is for a considerably shorter crop than last year.

"Vermont reports a larger acreage with prospects of a bigger crop than last year."

Advices from Stockton, Cal., to July 14, say that, "Bean stocks are being cleaned up, and there will be little old beans left by the time the new crop is ready for use."

**A NEW CLIPPER BEAN CLEANER.**

A. T. Ferrell & Co. of Saginaw, Mich., are constantly improving their line of Clipper Cleaners. The accompanying cut shows an improved machine of large capacity, the No. 9 Bean Cleaner, with clay-crushing rolls and traveling brushes. While especially designed for handling beans, grain and seeds can also be separated and cleaned by changing the sieves and blast to suit. When used for beans it requires from two to three horse power and has an hourly capacity of 150 to 200 bushels. The clay crushing rolls can be instantly thrown out of use when other stock than beans is being handled.

These rolls are specially vulcanized so that while they are too soft to split the beans they are yet hard enough to pulverize dirt and clay lumps, so that they will pass through the sand screen. Being located between the scalper and grader, the rolls are protected from injury by such foreign substances as pieces of metal, etc.

In these machines, three screens operate together—a scalper, a grader and a sand screen, successfully separating all splits and dirt from the good beans. The strong, even blast from the double air drum then carries off all dead or buggy peas or

ond: By preventing the screens from clogging, the work is at all times uniform, and the full capacity of the machine is maintained. Third: It saves cleaning and pounding the screens by hand to keep them clear, thereby greatly increasing the life of the screens, and, as the brushes travel underneath the screens, they act as a support and prevent the screens from sagging in the middle.

Further information regarding this or other sizes

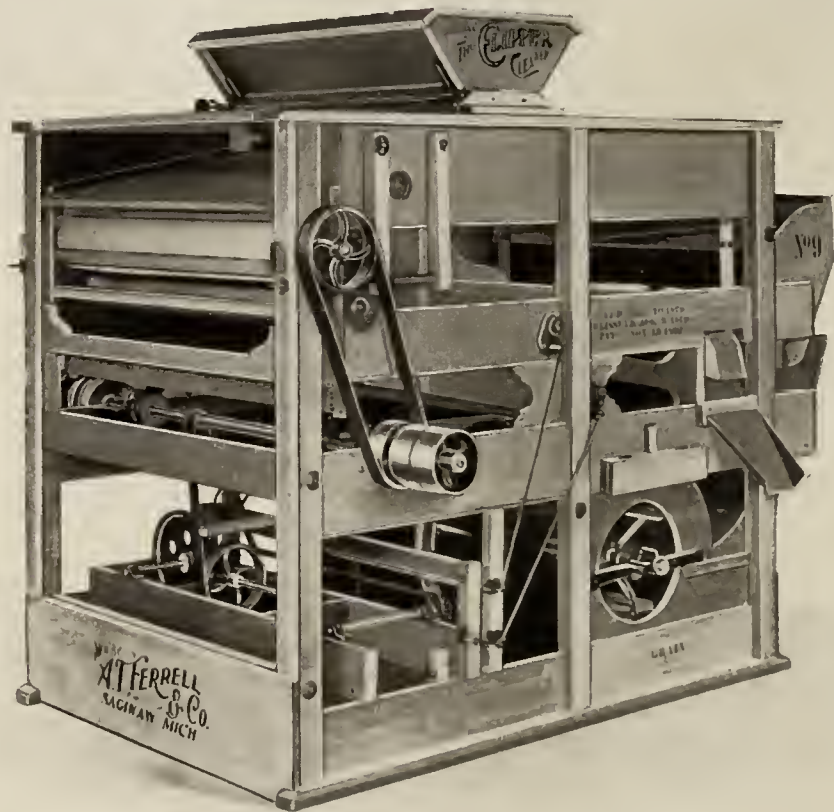


W. L. HARVEY.

or types of Clipper Cleaners can be had by addressing the manufacturers. .

**GRAIN BAGS HIGH.**

Grain sacks are advancing rapidly in price on the Pacific coast, owing to the loss (apparent) of the ship Crown of Scotland, which left Calcutta over 200 days ago and was given up as lost on July



THE NEW NO. 9 CLIPPER BEAN CLEANER.

beans, leaving the highest grade of screened stock. While, of course, not equal to hand-picked stock, the makers guarantee a higher grade than any other machine-cleaned stock.

Besides the special air-controlling arrangement and the dustless attachment, the traveling brushes are a noteworthy feature of the machine. There are three decided advantages in having a machine equipped with these brushes. First: It saves the large amount of personal attention necessary when using a cleaner not equipped with brushes. Sec-

15, when about 175 days out. She had 6,000,000 bags on board for San Francisco. At July 13 bags were selling in that city at 6½ cents, but were expected to advance to 7½ cents within a week. At Walla Walla they were selling on July 17 at 7¼, with an expected advance to 8 cents. The reason for the advance at Washington was not apparent, except in sympathy with San Francisco, since many orders at Walla Walla were canceled a few days previous to the deal named, with at least 75 per cent of the demand fully supplied.



## FRED FRIEDLINE.

Fred Friedline, representative of the Weller Manufacturing Company, with permanent headquarters at Decatur, Ill., although by adoption and training a Kansan, has developed none of the objectionable peculiarities of Kansas; he wears neither whiskers nor horns, and is a sane thinker. He was born at Myersdale, Somerset County, Pa., on December 28, 1875, but shortly after that date his father, who was a millwright and building contractor, became enamored of the vigorous climate and glittering agricultural possibilities of the West, and removed his family and household goods to Kansas, arriving at Sterling, Rice County, late in October, 1878. The place was then one of but a few stores and houses—a way-station on the Santa Fe's main line, then working into New Mexico.

A farm of 160 acres was purchased four miles east of the county seat, where the family began to build up a home. Soon cattle were grazing along the creek, waving corn and wheat replaced the buffalo grass on the rolling prairie, an orchard was planted here by the house, a meadow laid out there by the barn and all surrounded by hedge or wire fences. To bring about these changes in a new country required a large expenditure of labor, time and money, and all the family worked, including



FRED FRIEDLINE.

the subject of this sketch, who was soon large enough to follow the plow and take an active part in the affairs of the farm. At the age of seven he began to attend the public schools in the country. Later on, graduating from the common schools, he received a scholarship in the Kansas City University as a mark of efficiency in arithmetic. He entered the Alden high school, however, and after obtaining his diploma there went to Cooper Memorial College, at Sterling, Kan. About this time he passed the county examination for a teacher's certificate and subsequently followed his college work by teaching school. During his high school and college work he occasionally found time to do newspaper work; and so ingeniously was this carried on that his most intimate friends did not suspect in him the author of numerous striking articles.

However, he was clearly intended by nature for other work. His inclination for tools, inherited, no doubt, was encouraged by free access to his father's chest; and many spare hours were spent in the shop where such machine tools as scroll saws, turning lathes, etc., were made by himself from cast-off machinery and put to use in productive idleness, among his achievements prior to reaching fourteen years of age being a complete windmill as well as a usable violin. This evident tendency was cultivated by courses in mechanical and architectural drawing, together with suitable work in the text books.

His first traveling was done for the Harvester King Company, now the Acme Harvesting Company

of Acme, Ill., being at the time the youngest harvester expert on the road. This work being unsatisfactory, he accompanied and worked with his father, who still followed his trade of millwright and builder in the West; and early in 1899 went to Kansas City, Mo., and secured a position with Muir & Raerdin, contractors. A few months later found him at St. Joseph, Mo., helping to build a 500,000-bushel elevator for Harroun Bros. Here he met Frank Kaucher, the veteran elevator builder of the Missouri River country, for whom he went to Fort Worth, Texas, and helped construct an elevator for Chas. F. Orthwein's Sons, now known as the J. Rosenbaum Grain Company's elevator. In June, 1900, Frank Kaucher secured a contract from Hanna & Leonard Elevator and Warehouse Company to build a 50,000-bushel house at Galveston, Texas, and Mr. Friedline was sent there to superintend the work.

It was here that he and the elevator, which was then almost completed, went through the great storm of September 8, 1900. The elevator, which was entirely empty, was but slightly damaged by the storm, and the young superintendent, during the progress of the storm, left the building and swam through five to fifteen feet of raging salt water to reach his friends, and what he then thought to be a safer place. Time and space do not permit here a review of that awful catastrophe, nor, indeed, can pen or tongue tell how then men lived through the experiences of a lifetime in a few short hours. The subject of this sketch escaped with his life, and the Hanna & Leonard Elevator and Warehouse Company now operate the only elevator that withstood without damage the furies of that storm.

His work completed, Mr. Friedline left Galveston on October 10, 1900, for his home in Kansas. Work in Indiana and Nebraska again had his attention, until Mr. Kaucher secured the contract to build a 100,000-bushel elevator at Memphis, Tenn., for the Choctaw Mill and Elevator Company. May 14, 1901, found Mr. Friedline there to erect the elevator. This house completed, he remodeled an elevator for E. C. Buchanan & Co., and also filled a contract to place belt conveyors and loading spouts in the Merchants' Warehouse and Elevator, all in Memphis, Tenn.

Early in the past winter Mr. E. J. Weller secured Mr. Friedline's services for the Weller Manufacturing Company of Chicago, and up to date he has been successful in securing several nice orders for machinery for that company.

**"LEVEN, COME SEVEN, ELEVEN."**

[A response by B. S. Tyler to a toast at the banquet of the Illinois Grain Dealers' Association at Decatur on June 10, 1902. Mr. Tyler was then apparently recovering from a long sickness. His subsequent death is announced elsewhere in this number. This is probably his last public utterance; and appropriately enough, it tells the story of the origin of an object of his peculiar pride, the Illinois Grain Dealers' Association.]

If there is any one duty that I feel I am better qualified to perform than any other it is responding to toasts. Responding to toasts is my long suit. I am delighted to say to you to-night that I am a very recent graduate of this toast business. I have responded to toasts three times daily ever since the last grain dealers' meeting, one year ago, until quite recently. I responded to all kinds of toasts—dry toast, buttered toasts, milk toasts, cream toasts, egg on toast, quail on toast and toasts galore.

I had, too, the greatest and grandest toastmaster on earth. If any of you doubt this proposition, just try coaxing and starving a disordered stomach and balky liver into subjection, and place yourself under the care of your wife when she is fortified and reinforced by a "thus sayeth" the family physician, and, my word for it, you will respond to toasts—simply "that and nothing more." You will roar and bellow for a time, but you will at last surrender and be as biddable as a trick show dog.

When this topic was handed to me, I vow I could not decide for some time whether it was intended as a toast or a roast for me. After turning it over

and over and examining it most critically, I finally made up my mind that it was really a dry toast. Yet the sentiments couched therein are most sublime and at the same time most ridiculous, for at one fell swoop we pass from the sublime to the ridiculous by the use of only four little, simple words. Hear ye the words—"Leaven, come 7-11!" When we hear this first word spoken our thoughts very naturally go back to the time of the Saviour, "who spake as never man spake" before or since, when he made use of the word, and when great multitudes gathered at the seaside to hear him teach great truths and speak in parables, saying, "The kingdom of heaven is like unto leaven, which a woman took and hid in three measures of meal till the whole was leavened." The leaven worked and leavened the whole lump. His most sublime truths were taught by parables.

Now, brethren, don't think that because I have quoted these passages of Scripture I am going to preach a sermon. Far from this are my thoughts.

Now comes the other side of this toast, for this, like all good toast, has two sides. This has a sublime side, and by turning it over we see the ridiculous side: "Come 7-11. Hie, there! Seven, come; come, eleven! Come, seven; come, 'leven! Hie,



ELEVATOR OF THE HANNA &amp; LEONARD ELEVATOR AND WAREHOUSE COMPANY, GALVESTON.

The only elevator that withstood uninjured the fury of the storm of September 8, 1900. Frank Kaucher, architect and contractor; Fred Friedline, constructor.

there! Come 7-11!" How I wish that some of our colored brethren were here to play the accompaniment of craps while we express the sentiments of this toast. "Come, there! Hie, there! Come, 7-11." Did I say, "'Leven?" Really, isn't there some mistake? Should not this topic read, "From eleven come 711? Now I see more clearly—from 11 comes 711.

Eight years ago eleven of the gauliest and most persistent grain dealers of central Illinois met at the Leland Hotel, in Springfield, and wrestled with a very tough proposition, which was to formulate some plan for grain dealers to organize against great and gigantic evils which they were then facing. They wrestled and labored all night long, and when morning came they had adopted a plan of organization. Now, friends, these eleven became the leaven, which has and is leavening the whole, and, I confidently believe, will keep on leavening until all dealers throughout the great and productive state of Illinois are leavened. These eleven have already leavened until, instead of 11, we have almost 711; and we, with the intensity, earnestness and strenuousness of the enthusiastic crap players, are saying, "Hie, there! Seven, come 11! Hie, there! Come 711!"

We, therefore, speak to you to-night in parables and say that the eleven dealers are like unto



leaven, which is leavening the whole until all dealers of the state are leavened.

Now these eleven, at their meeting in Springfield, not only looked after their temporal welfare, but their spiritual as well, for it is very distinctly remembered that about 3 o'clock in the morning one of the faithful eleven raised from his couch, rubbed his eyes, stretched and yawned and asked the clerk of the meeting how far we had gotten along, and in all sincerity and truthfulness the clerk replied that if the records had been properly kept that they were then on the eleventh bottle. The report seemed to be correct—the report was correct, for no objections were made to it, and the report stood approved.

May this leavening process continue until the whole lump is leavened and every reputable grain dealer of this great commonwealth is brought under the influence of this grand organization of dealers living in brotherly love and good fellowship, is the most ardent wish of one-eleventh of the leaven!

### HARRY W. KRESS.

"All the world loves a lover," especially when he is young and plucky. And so when the people of Middletown, Ohio, learned from the Enquirer that



HARRY W. KRESS.

Harry W. Kress, senior member of the new firm of Kress & Veidt, grain buyers and elevator operators at that place, had been married for over a year to a daughter of one of the best families of Cincinnati and that nobody had known it, they were quite as much delighted as the young people's friends in Cincinnati were surprised that the news was a year getting to them. But Mr. Kress, who was born in Cincinnati, was a student at the time of his marriage, which was kept secret on that account only.

Mr. Kress studied medicine at the Technical Pharmacy and Medical College, finishing with two years at the Louisville Medical College, from which he graduated. While a student at the latter college he changed his plans of life and elected to take up a business career, selecting the grain trade. Without any practical knowledge of the business, he went to St. Joseph, Ill., where he studied the business under the tutelage of J. B. Woodin and then joined his cousin, Edward Veidt, in organizing the firm of Kress & Veidt. They erected a new elevator at Middletown, and have been quite successful thus far. With the next crop they expect to do still more business.

Both are enthusiastic workers and take a lively interest in the fortunes of the Ohio Grain Dealers' Association, in which Mr. Kress has already made many personal friends. The trade in Ohio welcome these young men, and predict a prosperous future for them. They seem to be starting right, at least.

Send us the grain news of your county.

### GROWTH OF THE RICE INDUSTRY.

No branch of the agricultural industry has attracted more notice in this country than the rapid development of the rice culture along Louisiana and Texas coast of the Gulf of Mexico. Appearing first in noticeable form on the flat irrigable lands of Western Louisiana, the industry has steadily pushed westward over lands of similar character in Eastern Texas until during the present season the rice area has been pushed westward as far as Eagle Lake, and Bay City, Texas, and the flat lands drained by the Colorado River.

The increase in the industry in Louisiana and Texas, as indicated by the late United States census, is very marked, their production having advanced from 75,753,856 pounds in 1890 to 179,919,293 pounds in 1900, an increase of 137.5 per cent. The statistics show that this industry is being transferred from the South Atlantic States to Louisiana and Texas, but one must look outside the census figures to appreciate how rapidly.

The census bulletin on the rice industry issued on June 23 shows that the rice milling industry uses a capital of \$2,601,352, invested in 80 mills. This sum represents the value of land, buildings, machinery, tools and implements and the live capital utilized. The value of the products is returned at \$8,023,726, to produce which involved an outlay of \$182,033 for salaries of officials, clerks, etc., \$265,582 for wages, \$230,203 for miscellaneous expenses, including rent, taxes, etc., and \$7,575,522 for materials used, mill supplies, freight and fuel. Since 1880 the number of establishments increased 261 per cent, capital 363 per cent and value of products 178 per cent. Of course, these figures are already obsolete, the number of mills having been largely increased since 1899.

In these eight establishments were cleaned in 1899 398,602,081 pounds of rough rice, valued at \$7,184,209. From this were obtained 243,031,200 pounds of clean rice and 155,570,818 pounds of by-products. Included in the quantity of rice milled are 39,414,459 pounds of foreign rice, received principally from China and Japan and handled by mills on the Pacific Coast, in New York City and in New Orleans. The report says:

"The large production of 1899 reduced the net imports for the fiscal year ending June 30, 1900, to the very low figure of 75,380,764 pounds, which was only 24 per cent of the consumption. Besides furnishing 76 per cent of its total consumption in 1899, this country exported 12,947,009 pounds of clean rice, or 5 per cent of the total production.

"The solution of the irrigation problems in Louisiana and Texas will enable the United States to show a rapid increase in the annual rice production during the next decade undisturbed by large variations shown in the crops of the past ten years."

### BROOM CORN ACERAGE.

The Broom Corn Journal on July 26 published an estimate of the broom corn acreage for the current year, based on returns made by the assessors in May last. These reports show the acreage as follows:

Nebraska, 1,500 acres in 1901, 1,000 acres this year.

Oklahoma, 1,200 acres in 1901, 800 acres this year.

Kansas, 11,767 acres in 1901, 8,760 this year.

Central Illinois, 14,662 acres in 1901, 9,300 acres this year.

Texas, 500 acres, and Washington, 200 acres.

Arkansas reports a decrease in acreage, but the crop of splendid quality.

Chinch bugs and rain have done considerable damage to the growing crop, but the growers report that the brush gives promise of being exceptionally good in quality.

Estimates of last year's crop reach only 30,000 tons, with estimated requirement of 40,000. The sales of broom twine last season fell off nearly 40 per cent, indicating a heavy decline in broom production.

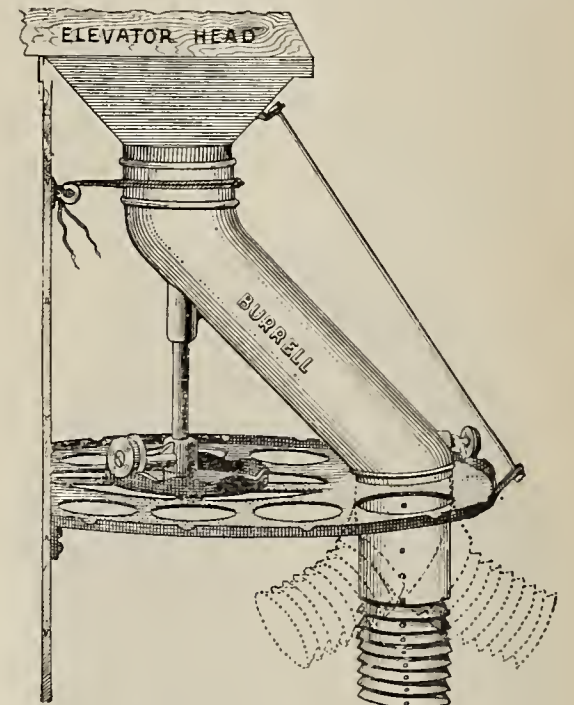
The average price per ton for brush was \$79 in

1900 and \$105 in 1901. The total value of the crop in 1901 in Illinois was \$784,890.

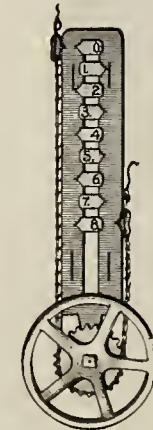
### THE BURRELL SELF-LIFTING AND SELF-LOCKING DISTRIBUTOR.

The accompanying illustrations show a new grain distributor which has been placed in a large number of the modern elevators built during this and last season. As seen by the cut, one distributor fastened to the elevator head will discharge to any one of eight bins. This is accomplished by means of flexible steel spouts which are a part of each machine's equipment.

The users of the distributor claim a number of special advantages for it. The spout can be run at any angle from vertical to back of the leg, or straight forward for a loading spout. It is made of cast iron, which insures its long life. The hopper is also made of cast iron and is ready to be attached to an elevator head. A cut-off is formed at the



THE BURRELL SELF-LIFTING AND LOCKING DISTRIBUTOR.



INDICATOR FOR THE BURRELL DISTRIBUTOR.

same time. It should be noted that the cable which operates the distributing spout is fastened to the neck of the spout, thus reducing the friction and doing away with an extra wheel.

When the rope is tightened the spout raises at once from its track and drops into place when the operator ceases to turn it. There is thus but one hand wheel necessary to operate it and three movements are accomplished in one raising and lowering of the spout, besides the moving from one bin to the other. The hand wheel is attached to the indicator.

The flexible spouts which are furnished with each indicator are made of No. 18 steel. They are 24 inches long over all and may be removed directly from bin socket or turned over in case of wear.

The special feature of the indicator is that the cable is attached to a steel chain which passes around a sprocket wheel. The cable can thus be quite slack and there still be no slipping on the drum, as the cable being secured to the turnhead insures positive movements. It is then unnecessary to have the cable so tight as to make it hard to operate.

The distributor is made by the Burrell Manufacturing Company of Bradley, Ill.



[For the "American Elevator and Grain Trade."]  
**ON MUTUAL INSURANCE.**

BY W. L. BARNUM.

Secretary of the Millers' National Insurance Company.

Stock companies are organized and operated for the especial purpose of making money for their stockholders. Mutual companies are organized and operated for the especial purpose of saving money for their policy holders.

The Millers' National Insurance Company of Chicago was organized on the mutual plan, under a special charter granted by the state of Illinois, February 16, 1865. For over a quarter of a century this company has made a specialty of insurance on the better class of grain elevators, warehouses and their contents, selected by careful and expert inspectors. As losses are more frequent in one year than in another, to show the economy of mutual insurance it is necessary to take the experience of a number of years; hence, this company issues policies for the term of five years, reserving the right of cancellation at any time. The assured also has a right to withdraw at pleasure and terminate his liability by giving notice to that effect, surrendering his policy and paying whatever may be due (if anything) at the time of such surrender.

The cash premium for a five years' policy in this company is just one-half the premium for one year. The cash so received is reserved as a permanent fund for the payment of losses and expenses as they occur. It is invested in government bonds and other first-class securities, so that it may be available at all times and yet be absolutely secure. The interest on the investments is applied on the expenses and thus inures to the benefit of the policy holders by reducing assessments.

In estimating the cost of insurance in this company, as compared with that of other companies, the whole amount of the cash premium is not properly chargeable to the first year's expenses, but should be divided by the whole term of the policy, one-fifth to each year, as, in case the assured surrenders his policy, or the same be canceled by the company before the expiration of the term of insurance (no loss having occurred thereon and all dues being paid) the cash premium will be refunded pro rata for the unexpired term. As a basis for assessments levied during the term of the policy, a deposit note, or contract, is required, the limit of the liability of which is just what the assured would pay a stock company in cash in five years at the same rate, and at the cancellation or expiration of the policy (all dues being paid) the deposit note will be canceled and given back to the assured. The cash premium, together with all subsequent assessments paid, is a credit on the deposit note, and reduces the contingent liability thereon a corresponding amount. The deposit notes are neither negotiable nor assignable. They draw no interest, nor are they taxable. They can only be used for the purpose for which they are given, and it is distinctly stated on the face thereof, "It is hereby expressly agreed that this note is liable to assessment only for losses and expenses of said company." In case of a loss that terminates the policy, the deposit note will be canceled and surrendered without deduction from the award for damages, except for assessments then accrued.

To illustrate: For a five years' policy, on each \$1,000 insured by this company, the elevator or warehouse being first-class in every respect and no hazardous exposure within 100 feet, if the rate be 2 per cent for one year, for five years the amount, or contract, would be for five times the annual rate, equal to 10 per cent. Or each \$1,000 of insurance the deposit note would be for \$100 and the cash premium 10 per cent thereof, equal to \$10. If the yearly rate is 3 per cent the deposit note would, for each \$1,000, be \$150, the cash premium \$15, and in the same proportion, whatever the rate may be.

It will be observed, from the above illustration, that by levying a certain per cent on all deposit notes in force at any given date, each member will pay his exact proportion of the losses, according to the hazard of his own elevator.

The rating of this company is made simply for the purpose of adjusting each member's share of the losses and expenses in proportion to the amount insured and the construction of his elevator. If all elevators similar in construction and exposure are rated the same, it is immaterial what the rate may be; provided, first, that it is sufficient to form a fund that will be ample to meet all liabilities; and, second, that it is perfectly uniform. If the rate be uniform, each member will be assessed his exact proportion of the losses and expenses, and the amount of assessments will be the same, whether the rating be 2 per cent or 10 per cent, or whether the elevator be located in Minnesota or Michigan, Kentucky or Kansas, or in any other state.

When a loss occurs to a member of this company and the amount due under our policy is ascertained, it is paid from the permanent fund, and an assessment is made by the board of directors upon the deposit note of every member whose policy was in force at date of fire, for its proportion of the loss and necessary expenses. The collection of assessments is made semi-annually, according to the date of each policy, notice thereof being sent by mail to each member of the company, so as to replace in the treasury the amount taken from the permanent fund in payment of said loss.

The economy of mutual insurance is so apparent it hardly seems necessary to use any argument to satisfy intelligent business men of the fact. The usual objections urged by opponents of the mutual plan will not apply to this company. Its large permanent fund, which increases in proportion as the risks increase, gives ample guarantee for the payment of its liabilities, with a promptness equaled by few, if any, of the largest and best companies known. Its risks are widely scattered, and in most cases isolated from external exposures. It is subject to no sweeping conflagrations. Its deposit notes are the contracts of the leading and most responsible business men of the country, affording undoubted security.

In this company every policy holder is a member and is entitled to a vote in the election of its directors, and thus has a voice in its management. He pays for no losses until they occur, and then only his equal share with all others. The profits of the business are retained by him. The experience of this company has demonstrated that the actual cost of insurance on well selected elevators and warehouses is far below the rate exacted by companies who have made good elevators pay for losses on such as were only valuable to sell to the underwriters.

The experience of this company for over a quarter of a century shows that the average annual cost of insurance in the Millers' National Insurance Company has been about one-half our basis rate. In only one year has it cost as much as 70 per cent, while in another year it cost as low as 30 per cent, depending upon the amount of fire losses sustained. As above stated, the average annual cost of our policy for the past 27 years has been about one-half of the annual board rate.

The successful experience of a quarter of a century in any kind of business may safely be taken as a precedent. Under like conditions, with the same conservative management and with ample cash funds, what has been accomplished in the past may reasonably be expected in the future. The Millers' National Insurance Company has cash assets amounting to \$736,000. It has a net cash surplus over and above all liability, including re-insurance, of \$415,000. It has deposit notes subject to assessment, net value, over \$2,000,000. Its aggregate amount of admitted assets by the insurance department of the state of Illinois is \$2,834,000. It has paid out in losses \$3,585,000, and has now risks in force amounting to more than \$25,000,000.

This company does not employ local agents. All policies are issued from this office and all risks are examined by salaried inspectors, who are experts in all matters pertaining to the hazards peculiar to elevators and have no interest in recommending undesirable property.

We have now on file in this office surveys of nearly all the best elevators in this country. Per-

sons having well constructed and good paying elevators and warehouses desiring to avail themselves of the advantages of this company are requested to address the Millers' National Insurance Company, 205 La Salle street, Chicago.

### THE CORN CORNER.

The corn corner of July came to an abrupt termination on July 15, when the July price was allowed to drop quickly from 80 cents to 65½, making a decline of 14½ cents for that day, 20¼ cents in two days and 24¾ cents for the week. The maximum price during the corner was 90 cents, on July 9.

Until a week prior to the 15th of July all conditions favored the bull deal. The visible at June 1 had all been bought and paid for and weather conditions were such as to make it exceedingly difficult for farmers and country dealers to deliver No. 2 corn at Chicago owing to the heavy rains and abnormal humidity. With the coming or more settled and favorable shipping weather, the high price of corn, which passed 70 cents on June 30 and reached 84 cents on July 7 and 87 on the 8th, brought to market a daily increasing supply and contract corn which certainly threatened to deluge even the multimillionaire popularly credited as the particular bull in evidence, John W. Gates. An effort was made to have the Board directors fix a marginal price under the rules, but before this could be done private settlements were made with those most heavily short and the raid abandoned.

The line is popularly believed to have been about 20,000,000 bushels, of which 3,000,000 were taken in and paid for, leaving settlements to be made on about 15,000,000 to 17,000,000 bushels. With settlements on a basis of 70 cents or in that neighborhood, the profits are guessed at at \$1,500,000. The "corpse" is supposed to represent about 4,000,000 bushels. And, as a matter of fact, no one but Mr. Gates (if he was the principal) and his brokers knows what the raid paid or cost. The peculiar thing about it all was the incredulity with which a collapse of the raid was received on the floor—disbelief in the fact being maintained to a certain extent by apprehensive traders until the close of the month itself.

### LAST CROP YEAR AT DULUTH.

In the crop year ending July 31, 1902, Duluth received 61,401,000 bushels of grain, against 36,987,000 bushels the previous crop year. In this total for 1901-2 were 14,281,000 bushels of flaxseed, compared with 6,229,000 the year previous. The totals for 1901-2 were as follows:

	Receipts, 1901-02.	Shipments.
Wheat .....	42,453,000	36,764,000
Corn .....	115,000	1,806,000
Oats .....	635,000	1,246,000
Barley .....	3,050,000	3,040,000
Rye .....	780,000	867,000
Flax .....	14,368,000	14,281,000
Total .....	61,401,000	58,004,000

For comparison the wheat and flax receipts at Duluth for eleven years have been as follows:

	Wheat.	Flax.
1891-2 .....	51,355,000	637,000
1892-3 .....	39,744,000	297,000
1893-4 .....	32,411,000	294,000
1894-5 .....	33,702,000	673,000
1895-6 .....	67,107,000	5,446,000
1896-7 .....	46,192,000	7,018,000
1897-8 .....	43,262,000	4,371,000
1898-9 .....	77,377,000	6,698,000
1899-00 .....	53,197,000	8,301,000
1900-01 .....	19,424,000	6,229,000
1901-02 .....	42,453,000	14,368,000

The starch works at Brantford, Ont., burned in May last, is being rebuilt. The plant will be practically two starch factories, one for the manufacture of corn starch and one for wheat starch. The former will be a three-story building 132x90 feet, and the latter 100x70 feet, also three stories. A feed drying building 42x30 feet and a grain elevator of 30,000 bushels capacity will be erected. The whole plant will have a capacity of 9 to 10 tons of starch per day.



**GATES.**

Most every day or two we hear that Gates has made a lot  
By cornerin' the corn somehow and gettin' short ones caught;  
He makes a million dollars just as easy as you please,  
He can do it playin' poker or by buyin' up the peas;  
He scoops in lines of railroad just for practice or for fun,  
And he likes to tell the people how the little trick is done;  
He keeps the speculators filled with wonder and with doubt—  
But the gobble-uns'll git him if  
he don't watch out.



When Gates wakes up the first thing that he does is to try to think  
How he can make a million just as easy as a wink;  
The public thinks it's funny if he lets a day go past  
Without a coup or something that is wonderful and vast;  
If it's poppy seeds or gold mines, he's prepared to take a shot;  
And a million always seems to be the smallest change he's got!  
Oh, he keeps the other fellers dancin' lively all about—  
But the gobble-uns'll git him if  
he don't watch out.  
—Kiser in Record-Herald.

**COMMUNICATED**

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

**LARGEST CARLOAD AT TOLEDO.**

*Editor American Elevator and Grain Trade:*—Yesterday (August 1) we unloaded a car of wheat, shipped us by an Indiana dealer, that contained 1,750 bushels. This beats the record for large cars here. We had one the other day of 1,712 bushels.  
Yours truly, J. F. ZAHM & CO.  
Toledo, O.

**WHEAT SHRUNKEN AND DAMP.**

*Editor American Elevator and Grain Trade:*—Glad that you are taking such interest in the trade in general. Also glad to report that business is in good condition in this territory.

Wheat is shrunken and some of it is damp, making it hard to buy right and at the same time give full satisfaction among the farmers.

Yours truly, JOHN M. ENYART.  
Galveston, Ind.

**MUTUAL INSURANCE COMPANY ORGANIZED.**

*Editor American Elevator and Grain Trade:*—We have organized a mutual insurance company under the name of Tri-State Grain Shippers' Indemnity, with Mr. V. E. Butler as secretary, with headquarters at Heron Lake, Minn. We think this will meet all the requirements which have long been felt among the elevator people of the Northwest. Mr. Butler is an up to date business man, and

will no doubt handle this insurance business to the utmost satisfaction of all concerned.

Yours truly,

TRUAX & BETTS ELEVATOR CO.

Mitchell, S. D.

**OATS INSPECTION SHOULD BE UNIFORM.**

*Editor American Elevator and Grain Trade:*—The most important question with the shipper is the betterment of our inspection department. For some unknown reason the state has a different set of rules from the board of trade for the inspection of oats. This has caused a very great loss to our country shippers.

Now, I think this is a matter of national interest and should be taken up by the National Association, as the grain arriving at Chicago originates from various states. We have done some work along this line that may develop some good.

Yours truly,

H. N. KNIGHT.

Monticello, Ill.

**STORAGE CUSTOMS SHOULD BE MADE UNIFORM.**

*Editor American Elevator and Grain Trade:*—It seems to us that the question of storing grain in country elevators for the farmers is one that should be discussed and some uniform system adopted all over the country.

Some elevator owners think it best not to store at all; some think 30 days free, with a charge of one-fourth of a cent per bushel per month thereafter, is about right, while others say, store free for 60 days and charge one-half a cent per bushel per month after that time. Still, there are those in the grain business who prefer to store free for any one and for any length of time. If some uniform way could be adopted all over the country it would be a good thing.

Yours very truly,

F. N. ROOD, Manager.

La Rose, Ill.

**BETTER GRADING NEEDED IN SOUTHERN INDIANA.**

*Editor American Elevator and Grain Trade:*—The one thing most needed for grain buyers in Southern Indiana is a better plan for inspection of grain, as competition has grown so keen in the last few years that it is almost impossible to grade the farmers' wheat any more. It seems that the millers are very lenient as to grade and it forces the dealers to follow, and we are actually buying 53 and 54 pound wheat at No. 2 red prices. If there could be any way arranged to correct this evil we think it should be done, as grain should be bought strictly on its merits.

Our farmers are growing careless as to cleaning their wheat because of the fact that a thin, light, cleaty crop comes in alongside of a crop of nice, plump, heavy grain and commands the same price. We have an association in Southern Indiana that is making a strong effort to regulate a fair price, but dealers are evading agreements in the grade, and anything that can be done at the National Association's meeting to regulate the grading of grain will be of great benefit.

Yours very truly,

HOUGLAND & HARDY.

Rockport, Ind.

**SUBJECTS FOR THE MEMPHIS MEETING.**

*Editor American Elevator and Grain Trade:*—I think one of the most important subjects that could be discussed at the national meeting would be the matter of forming a national insurance company. I am president of the Ohio Grain Dealers' Mutual Insurance association, and the success it has attained within the past few months (we will not be a year old until the 15th of January of the coming year) is more than encouraging. The very low price at which our people are getting their insurance is a feature that can be used at the national meeting, and I think will somewhat open the eyes of the country elevator owners.

The matter of better government crop reports, you know, has been a hobby of mine for a great many years and has caused considerable discussion among members, and I think that subject should be taken up also at the meeting, and, if possible, get the United States statistician to meet with us at

Memphis and deliver an address upon government reports. I have written Secretary Stibbens a letter regarding this and also Mr. Lockwood. I hope they will be able to either interest Secretary Wilson or Statistician Hyde on the subject and have them at our Memphis meeting.

Yours very truly,

H. S. GRIMES.

Portsmouth, Ohio.

**LINE COMPANIES HAVE MUTUAL INSURANCE.**

*Editor American Elevator and Grain Trade:*—Your favor of the 1st, relative to mutual insurance, which was taken up at the meeting of the Grain Dealers' Association in Minneapolis recently, at hand and carefully noted. As far as the line companies are concerned, especially the larger line companies operating on the C. & N. W. Ry. west of Winona, they have all taken stock in the Winona Fire Insurance Co., which is exclusively a grain dealers' company, and, of course, would probably not be interested in any other company for the present. We had given this quite a good deal of thought, and it was finally taken up. We commenced business on July 1, 1902. Still, we do not see any reason why there would not be enough business to make another successful company.

Yours truly,

BINGHAM BROS.

New Ulm, Minn.

**FORMING LOCAL ASSOCIATION.**

*Editor American Elevator and Grain Trade:*—I have been trying awfully hard to organize a local association and think that we are almost on the road to success. We held our first meeting at the United States Hotel, Middletown, last Tuesday evening.

I had Mr. E. A. Grubbs give us a lecture, which proved interesting to all of us. We did not have the attendance of all the grain dealers at this meeting, but we have the consent of all to join with us, which is very encouraging to those who were present. I never saw a set of men more anxious for harmony. My letters from them and talks with them showed that they were tired of antagonizing one another.

We intend calling another meeting in a few weeks.

Respectfully yours, HARRY W. KRESS.

Middletown, Ohio.

**ELEVATOR DESTROYED BY CYCLONE.**

*Editor American Elevator and Grain Trade:*—On the night of August 2 a cyclone struck our elevator at Hanna, Iowa, totally demolishing it. A section of the floor was found in a cornfield a mile and one-half from where the elevator stood.

The ground in the path of the storm for a mile was literally covered with wreckage and timbers, and scantling were driven into the ground for two feet. One man was killed, ten or fifteen barns were demolished, besides two dwelling houses and one schoolhouse.

About one-half of the small grain was cut and standing in the shock. This was scattered considerably, and standing grain and corn entirely ruined. Hail followed the wind, making a clean sweep of the territory, about six miles wide and we do not know how long.

Yours truly,

WAY-JOHNSON-LEE CO.

Minneapolis, Minn.

**ANNOYED BY CAR SHORTAGE.**

*Editor American Elevator and Grain Trade:*—There is a subject of especial interest to me, and that is the furnishing of cars when wanted for shipping grain. I have been annoyed more in the last year than a person should be in twenty years. Have had cars ordered for nearly three weeks before getting any.

Surely, this is a subject that should be taken up by all associations, and the railroad companies should be made to furnish cars in a reasonable time; five days is plenty of time. This I know by past experience. Until the last two years I had no trouble with the C. and A. people. Since then I have had all kinds of trouble. Have ordered cars day after day; have written the officers of the road urging them to furnish me cars, but all to no avail.

There is reason in all things, and grain men



should be reasonable. So should the railroad companies be reasonable with the grain men, which the C. and A. has not been with me.

Yours truly, T. U. FOX.  
Sinclair, Ill.

#### SOME LIVE ISSUES.

*Editor American Elevator and Grain Trade:*—We believe the most important question to be discussed at the Memphis meeting should be the organization by states, or portions of states, of the regular dealers everywhere.

Another important question is the promiscuous bidding by postal cards or otherwise without revision of the lists from time to time by track buyers, and the furnishing of prices, upon request, to persons who are not entitled to them from the standpoint of the regular dealer. We can recall fully eight instances in the past two weeks where persons have secured quotations simply for the asking who have never been identified with the trade in any way and who can only make up a carload by joining their neighbors.

We do not believe it is incumbent upon any regular receiver in any of the large markets to even handle the first car consigned by this class of shippers, though we are told such is the case with several of them from the fact that advertising as shipping merchants forces them to accept shipments from any who wish to bill stuff to them. We cannot agree with this view.

We are confident that the most important subject to the Northern dealer is the weights in the Southern markets. We have recently been weighing all our shipments on hopper scales, and we find that the average shortage to Memphis, Nashville and the New Orleans local shipments amounts to about twenty bushels per car, or 2 per cent. We have about decided that we will in the future allow one-half of 1 per cent, and refuse all claims for anything more. It would be quite impossible for one to do business on the high prices of the past year and keep even with this sort of shrinkage. It is simply robbing us of all our margins in grain and part of our resources in addition thereto.

We are again forcibly reminded that a great many of the Southern receivers are still in the habit of holding drafts until the grain arrives. If it does not suit them on arrival of the grain to accept it, of course they refuse it. We have had two or three cases of this kind within the last two weeks. We understand that all of the Ohio River gateway people have an agreement and will not sell any person except those who pay cash drafts. We always stipulate this as a part of our contract when we sell, but we find a few who will make this agreement and then repudiate it when the drafts are presented. We have an instance of this to-day where the party has held the paper. We were notified by the bank that it was refused, which cost us something over \$1 for telegrams, besides interest on the money while the draft is being held.

Against weighing grain through our hopper scales, we are furnished railroad track weights which are 100 bushels short to the car, and are asked to accept it as against hopper scale weights, which we know to be correct. We think it is our duty to refuse to pay such a claim, and, while we are not fully decided on this point, we now think we will take this stand.

It is needless to say that we will not sell this party again except on our own weights, and we would probably have our papers refused and have to concede the difference if the market were lower on arrival of the stuff. We stand ready to give the names and car numbers on these things we have spoken of. We believe that the National Grain Dealers' Association should establish a rule for the payment of drafts, the same as is the custom in the East, and that certified hopper scale weights should stand as against all others. Our weights in the public elevators do not vary more than 300 to 350 pounds in any case, and frequently tally out within a bushel, so that we know that these claims are not warranted by facts.

Yours truly, MATTOON ELEVATOR CO.  
Mattoon, Ill.

#### OAT CLIPPING.

A few years since oat clipping was deemed rather a useless operation and indulged in only by the few, but to-day it is considered one of the essential processes in handling the crop. That the operation can also be profitably extended to both barley and wheat in cases where the operator is obliged to handle sprouted grain is proved by the fact that it is now being rapidly adopted for such work.

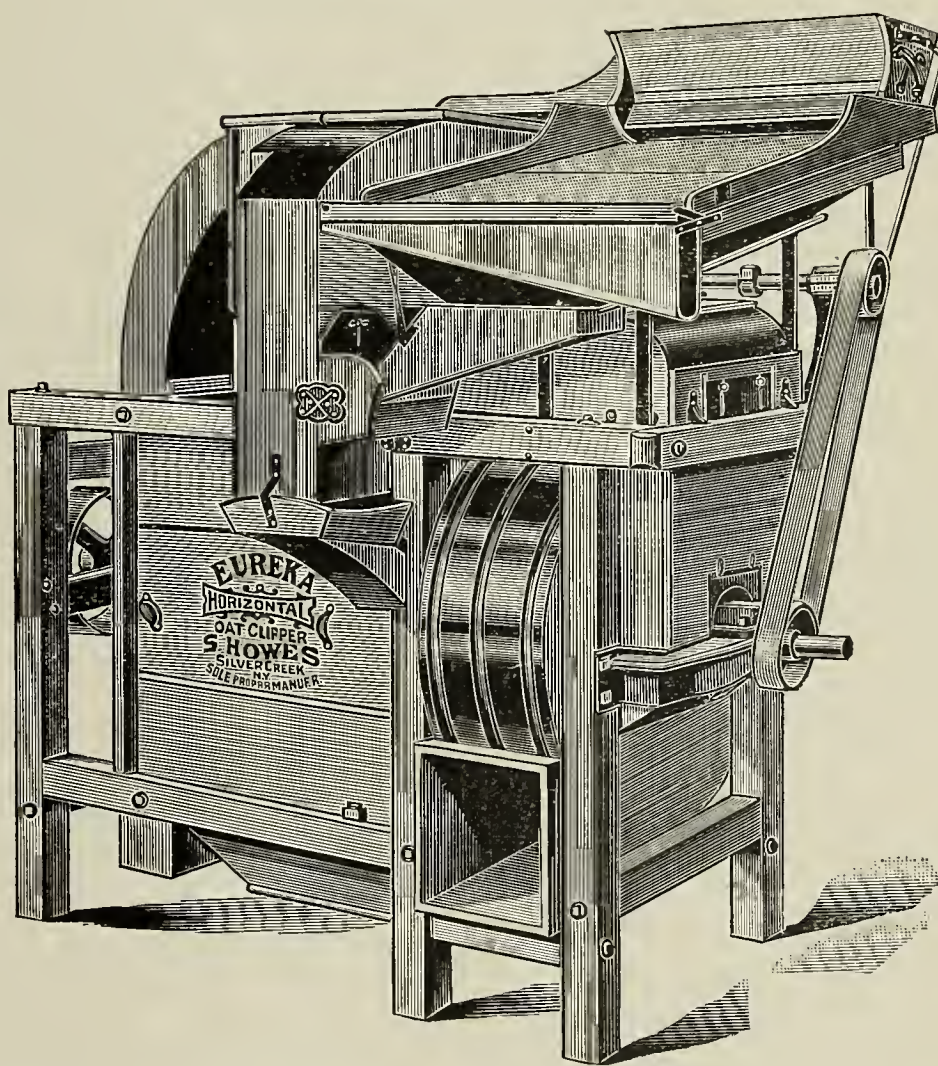
The results of the clipping process are at once obvious. Clipped oats are at a considerable premium in price, and the demand for them, even among small consumers, is an increasing one. Hence the operator who intends handling the present crop on a basis of "all possible profit" will naturally find himself in the way of increasing his facilities for this work. Originally it was not considered that the clipping process could make a "clean up" of the oats, but machinery for this work has been improved and developed to the extent that the cleaning and clipping for all ordinary purposes are readily combined.

A lately improved machine for this work, and one

distinct separations; and hence, as already stated, it may be depended upon to make a very thorough "clean up" of the grain. Equipped with a shaking shoe, the grain receives a sieve separation as it is delivered to the machine, removing the coarser impurities, and is again acted upon by a current of air (strong or light, at the will of the operator) as it enters the scouring or clipping cylinder. By this adjustable air separation, as few or as many light oats as desired may be removed, together with all light impurities.

Passing into the scouring case, the grain is there continually subjected to a strong aspiration, which aids in carrying off, through the openings in the case, such materials as are removed by the clipping. As the grain leaves the cylinder it enters another air chamber, where a final aspiration removes all traces of loosened impurities, leaving the grain thoroughly clipped and cleaned.

An automatic feed adjustment serves to maintain a steady and unvarying volume of grain passing through the machine, while by the arrangement of the beaters on the cylinder the degree of clipping is readily adjustable at the will of the operator.



THE "EUREKA" IMPROVED OAT CLIPPER.

in which readers will doubtless be interested, is the "Eureka" Improved Oat Clipper, an illustration of which appears herewith. This machine was specially devised to meet what are really the requirements of this work, viz., thoroughness of the work done, both in respect to the cleaning as well as clipping, and again in the way of capacity, the latter being one of the absolute essentials. Added to these features, the machine has been designed and improved with a special view to reducing the shrinkage to a minimum.

To those who have tried the process and found that along with the scourings, dust, etc., too great a percentage of oats were going to waste, this machine will prove a pleasant surprise. By an arrangement of one of the valves in the screenings tip, the light oats taken out by aspiration may be separated from the dust, etc., and after being so separated pass through with the other grain and are thus clipped and cleaned as thoroughly as the heavier grain. This arrangement of the "Eureka" machine reduces very materially the amount of shrinkage, and is so simple that many users have found it of great advantage and profit to them in clipping and cleaning ordinary grain.

The "Eureka" is so constructed as to give four

Another very desirable feature is the perfectly dustless operation, the ventilation being perfect and so arranged that all impurities as they are removed are collected and blown out through the dust spout.

Due to the great amount of grain these machines are designed to handle, it is obvious that as far as possible wear of the working parts must be guarded against. To accomplish this, the "Eureka" is equipped with a specially hardened iron case, with the openings therein cast on chills, rendering the case itself as nearly impregnable to wear as possible. The beaters may also be interchanged in a way to greatly prolong their service.

Varying sizes of this machine are manufactured by The S. Howes Co., Silver Creek, N. Y., to meet the demands of users, ranging in capacity from 50 to 2,000 bushels per hour. In view of the condition of the oat, wheat and barley crops this season, such a machine as above described will be well worth investigation by dealers.

The first car of 1902 wheat was received in Kansas City June 16. It graded No. 2 red and was from Tulsa, I. T. It was received by Brodnax & McLiney and was sold to Moffatt for 75 1-8 cents, which was about 3 cents above the market.



## SOUTHERN MINNESOTA AND SOUTH DAKOTA GRAIN DEALERS' ASSOCIATION.

The first annual meeting of the Southern Minnesota and South Dakota Grain Dealers' Association, held in Morgan Post Hall, Minneapolis, Minn., July 15, brought out a fairly good attendance of representative grain dealers of the Northwest.

President C. E. Wenzel of Minneapolis called the meeting to order at 3 p. m. and read the following address:

### PRESIDENT'S ADDRESS.

Gentlemen: This our first annual meeting is called according to our by-laws for the election of officers for the coming year and such other business that may come before this meeting. The annual meeting of any organization is an important event, inasmuch as it gives opportunity for exchanging ideas, to formulate the work for the succeeding year and to carry out the policy which is determined most wise to pursue.

From what I have seen of the work of this and other similar associations, I am convinced that great things can be accomplished. Your officers during the past year have endeavored to conduct the affairs so as not to violate any law. While we have laws against combines and agreements tending to the nature of combines, the law does not contemplate that grain shall be handled without profit. Organizations seem to be the dominant feature at the present time in most all branches of business, and there is no reason why the grain dealers should not have a mutual understanding that would prevent disastrous results.

This Association has been in existence a little more than one year; and taking into account that the territory covered, its members had not, up to the organization of this Association, been accustomed to association work, everything being new, your officers have had many obstacles to overcome. We have a membership that we certainly can feel proud of. I know from personal observation that the benefits derived from the influence of this organization have paid big returns for the money and time expended.

I have but a few remarks, as our secretary will no doubt cover the points of interest in detail. I wish, however, to call your attention to a few points which seem to me of vital interest.

First. You should call your secretary's attention to existing troubles on your market or competitive markets, that he may get the contesting parties together to talk over their grievances, which may or may not be partly or wholly imaginary; at least, to right the wrong if irregularities exist, and to get together to the end that all may make a reasonable profit on their investment of time, money and energy; for we take it for granted that we all are in the grain business for profit, and not to see how much grain we can handle. Results are what is wanted. And it has been demonstrated a great many times that a man is not always making money when he is doing a big business. A reasonable profit is what is wanted; and no fair minded producer will object to a fair profit, as it is necessary for the protection of yourself and the public. What is most needed to accomplish the purposes for which our Association is formed is honesty and truthfulness between competitors and willingness to see competitors get their share of the business.

The interests of the so called "line companies" are identical with those of the owner of a single elevator. So far as I have observed, all the owner of a line of elevators asks is that he shall receive his share of grain marketed and that conditions shall be favorable to get such share on proper grades and dockage, and a fair margin of profit. To bring about this condition, your officers must have your individual aid. You should call frequent meetings; and it is the duty of every member in the locality where such meetings are called to attend, whether he is directly interested or not. Your influence will be felt through your presence. You can help the other fellow fix up his trouble. In that way, perhaps, you may give aid to yourself at some future time.

It is the duty of every member to carry out the principles of this Association and to lend his aid to the correction of irregular methods of doing business, such as under-docking, over-grading, free storage and agreeing to protect customers against declines and to give them the rise in the market. The state law fixes the rate of storage; those rates are reasonable and storage should be collected according to law.

The railroads have seen the good done by our Association. We have been called upon by some of them to lend our aid to fix up troublesome markets on competitive lines, at points which were interfering with the proper distribution of grain and taking grain out of their territory to competitive lines of road.

I will say in conclusion, gentlemen, be friendly with your competitor; talk local conditions over with him, not only of your station but of competitive stations; get acquainted with your opposition; be a good fellow; get next to him, and you will find both profit and pleasure in the business in which you are engaged. Being interested only slightly in the territory covered by this Association, I will not attempt any advice, except in a general way as I have given above.

Col. G. D. Rogers, secretary of the Minneapolis Chamber of Commerce, made an address in which he welcomed the dealers to the city. He reviewed

the rapid spread of the grain-growing territory in the Northwest and predicted a great future for the Northwest territories as a grain-growing district. Minneapolis is a natural outlet for these new grain countries; and with the removal of the Canadian duty on wheat, a large part of the grain grown in the North would find its way to that city. There were a few who feared that if the duty was taken off the farmers of the Northwest would be injured. Mr. Rogers held the contrary opinion, however, and thought the removal of the duty would be best for everyone engaged in the trade. He closed by extending a hearty welcome to the city to the grain men, on behalf of the Chamber of Commerce, and said he presumed that were not the mayor otherwise engaged he would have been there to welcome them on behalf of the municipality.

E. A. Burrage, treasurer, read his report, showing receipts of \$4,204.33 with disbursements of \$3,959.37, leaving a cash balance on hand July 1, 1902, of \$244.96.

Secretary E. A. Burrage read his report, as follows:

### SECRETARY'S REPORT.

On the 14th of May, 1901, a meeting was held in this city for the purpose of organizing a grain dealers' association. I had seen the advantages that other states had derived from such associations, and I took the matter up with the grain dealers in South Dakota and the south portion of Minnesota, and from the satisfactory encouragement received, it was decided to issue a call for a meeting of the regular grain dealers in that territory, to be held in this city. The result was the formation of this Association. At that meeting about twenty-five dealers signed the Constitution and By-Laws, representing seventy-two elevators. These were all grain dealers from the interior. The firms having their headquarters in this city, who had previously stated their intention of becoming members, and who were present at the meeting, within a few days thereafter also signed the Constitution and By-Laws. These numbered twenty-seven, covering 489 elevators. Our starting point therefore was fifty-two members, covering 561 elevators. Since that time we have taken 150 new members. Some of the members have sold out and a few have been suspended for non-payment of dues, so that our present membership is 173, covering 855 elevators.

Association work is new to some grain dealers in this territory, and they are liable to look for such work as an association has to do to move with lightning speed; but abuses such as this trade has suffered for years cannot be eradicated in twenty-four hours. It must be done by education and that takes time. I consider the present condition of this Association as being good, with good prospects ahead, having had many expressions of satisfaction with what has been already done by it.

We have held about 100 local meetings throughout our territory, and have had fair attendance at each meeting; but I would much like to see more courage on the part of the grain dealers, who should not be so afraid to let it be known that they are members. Some of them are so afraid to let it be known that they are members that they have objected to my holding meetings at their stations, for fear that it would in some way injure them. I have even had some request me not to publish their names as furnishing me with information as to crops. Now, I cannot understand such a feeling of timidity on the part of any one. I see no reason why the grain dealers should not have an association for self-protection and the promotion of their interests as well as other branches of trade; even the professions have their associations. This condition of affairs has been allowed to go on for so long that it has become an understood thing that the grain dealer has no rights that any one is bound to respect, and he has been kicked around and legislated against to the heart's content of every one outside of the grain trade. It is only by uniting the power of any branch of trade that abuses can be remedied; and the more members any association has the more power it will have, and at the same time the less will be the expense to each member.

And speaking of expense, I would call your attention to the very small amount you have been assessed to carry on the work. The quarterly dues for twelve months have amounted to a very small fraction over one cent per day for each elevator. This is a showing that no member can reasonably object to; and I cannot imagine any one refusing to join the Association on the plea of expense, when every cent paid for this purpose is calculated to bring them in dollars. Each member should try his best to induce his neighbors to join the Association. The officers of the Association must have your influence and assistance in the matter of increasing the membership, and it is only right that you should give them that help. You should do so in your own interest, as the increase in the membership must necessarily be to your individual advantage.

I would call your attention to a matter that very materially retards the work of the Association, and that is the disposition of some members to abstain from making any complaint to the secretary of any trouble that may arise at their stations, or at any near by station that affects them. If you do not take your troubles to your association, do not blame the association if you do not get any relief through it. Complaints should be put in promptly, so that the difficulty may be done away with as soon as possible. The longer these troubles are allowed to

run, the further they spread, and the more difficult they are of settlement.

If any one has the idea that this Association attempts to in any way fix or control prices he is laboring under a very great mistake. The Association does, however, attempt to establish uniform methods of conducting the business; and where uniformity is adopted, it will prove to be productive of satisfaction to the seller as well as the buyer. If that can be accomplished, then I fail to see where any objection can be made by any one. There are all sorts of bad practices in vogue in conducting the grain business, and it is needless for me to mention any of them, as you all know what they are. These bad business practices only produce ruinous competition, and create dissatisfaction among your customers. Many of the changes in the ownership of elevators, I am bound to say, have been caused by these bad business practices, showing at the end of the season either in no profit in the business or in a decided loss. It does not matter whether an elevator is operated by a line company or by a private individual or a farmers' elevator company, it must be operated on good business principles or it will most assuredly prove a failure. This is nothing new to you, as you are well aware of the fact; and the only thing that is surprising is that men claiming to be business men will continue to do business in a manner that will surely bring them disaster.

The country dealers should make it a point to attend meetings at central stations, and get fully acquainted with each other and talk over these abuses, establish confidence in each other, and try to do away with these bad practices. The disposition on the part of some dealers to keep away from each other and to try to assume an independence that they do not possess is to a great extent productive of all or most of the trouble that exist. Parties who are interested in spreading this unfriendly feeling have always taken advantage of it, and have run around from one elevator to another and from one station to another, making false reports as to what the other fellows are doing. When you begin to fraternize with each other confidence will be established, and the efforts of all disturbers to produce discord will not succeed. The dealer who will give some of his time in the cultivation of friendship with his competitors will find that he has made a good investment.

No good business man in the business will ever forget that he is in business for a profit and not for the purpose of showing his competitor that he can "hog" all the trade that comes to their market. If he selfishly insists upon handling, if he can, the biggest share of the grain that is marketed at his station and in addition tries to draw trade that rightfully belongs to surrounding stations, he will invariably come out at the end of the season with either no profit at all or else a decided loss, and more frequently it is a loss. Is it any satisfaction to be patted on the back by your community in general and be told what a great man you are for having recklessly squandered your money for their benefit? Once more I urge you to meet together and in that way create a friendly feeling; for you will be surprised at the very great improvement there will be in grain trade conditions and at what a very short time it will be accomplished.

A common complaint from grain elevator operators is the furnishing of cars to track loaders, or buyers not regularly in the grain trade. Owing to this cause the elevator man is sometimes compelled to close his elevator, not being able to take in any more grain, which is not only loss to him but is great inconvenience to his farmer customers who are waiting to unload at his elevator. The track loader, or buyer, is in the meantime monopolizing, perhaps, the only car to be had and probably has to wait until the grain that he is loading is hauled in from the country, sometimes many miles from the station, thus causing him to use up from one to three and even more days in loading that car. There is a penalty for demurrage (over 48 hours), but it is seldom if ever charged. Elevator proprietors who have their money invested in the business and who not only furnish a continuous market throughout the season for the farmer but also furnish a freight house for the railroad companies to store the grain until they get ready to haul it, should, in my opinion of fairness, be the ones who should in all cases have the preference in the matter of cars. It does not seem right to me that an order for a car should be considered or accepted before the property to be shipped is in sight in car load lots, and even then the elevator man should have the preference, if he is crowded for room. By enforcing such a rule I believe that a great deal of the complaint of car famine would be done away with. I understand that the railroads have a rule something like this, but it is seldom enforced. It seems to me that the enforcement of the rule would be a relief to the railroads that they would gladly welcome. Almost any country elevator will load a car with grain in from half an hour to an hour; why then should not the railroad company favor the shipper who by moving rapidly enables it to earn more money with its cars? A car is surely worth more to the railroad company than the paltry penalty of one dollar per day for demurrage, which, as I said before, is seldom if ever charged.

Railroad agents in sympathy with the track loader have been known to falsify their station records in order to show that the track loader had not consumed any more time than was allowed by the railroad rules. When this has been satisfactorily proved to the railroad officials, they have called Mr. Agent down promptly, and I have been thanked for calling their attention to it and asked to aid them by such information as would enable them to improve their service. I would suggest, therefore, that each member keep close tab on his station agent, and notify the secretary promptly whenever he acts contrary to the rules of the railroad company and to the injury of the elevator man. The dealer must,



of course, give the secretary positive proof that the complaint is correctly founded. I would say here that I have found the railroads disposed to be very friendly towards this Association; and I believe they feel that the work that we are doing is of benefit to them also.

There are some things that experience has decided other associations to introduce into their practice, which it might be well for this Association to take into consideration. One of these is arbitration. There frequently arises some dispute between the shipper and the receiver and also between the dealers at stations; and who is better able to decide impartially between the disputants than men who are thoroughly acquainted with the grain trade? Arbitration is calculated to do away with long and tedious and expensive law suits which always leave a feeling of enmity between the contestants which is seldom if ever obliterated. In my opinion, every dealer should be willing to leave his case to the decision of his fellow dealers who cannot be in any way interested in deciding otherwise than justly. If he objects, he must have a very poor opinion of the justice of his claim and a strong hope that an ignorant jury and a quibbling lawyer will help out. Harmony is absolutely necessary in all associations or societies, and I cannot conceive of any feature that is better calculated to produce and maintain harmony than this feature of arbitration.

The question of mutual fire insurance is another feature that has been brought to my notice by many members of this Association, and many grain dealers who are not members at present would, I have no doubt, become members if we had this fire insurance feature. Indeed, many have so expressed themselves. The associations of other states have taken up this question and have appointed committees to investigate it, and perhaps it might be well for this Association to do the same. The rates charged by the old line companies are now almost prohibitive and grain dealers generally feel that they must have relief. If any of you are members of the North-Western Lumberman's Association, you, of course, know the good success they have had with their fire insurance department.

It seems to me that the grain trade everywhere has heretofore very much neglected to endeavor to have a proper share of representation in their different legislatures, and a great deal of what can be considered unfair state legislation towards the grain trade might, perhaps, have been avoided if the trade had only secured its proper share of representation. I think this matter should be given more attention, and it might be well to appoint a committee on legislation. If the Association will give their attention to this, it is possible that some of the unfair and therefore objectionable legislation might be either amended or repealed. As an instance I would refer to the improvement in the landlords' lien law in Iowa, brought about by the work of the Iowa Grain Dealers' Association. I would suggest that the following amendments be made in the Constitution and By-Laws of this Association:

Section 3 of Article 2 of the Constitution to be amended to read as follows: "Any regular grain receiver, grain broker, terminal elevator, or commission merchant, who is not operating a country elevator and who conducts a reputable business, and who confines his business to the regular elevator operators, shall be eligible to membership, on the payment of the regular joining fee and quarterly dues for one station."

Section 3 of Article 5 of the Constitution to be amended to read as follows: "Each member shall, on or before the first day of August of each year, file with the secretary a list showing the full number of stations to be operated by him or them in the district, such list to be the basis of the quarterly assessments against such member for the ensuing twelve months."

Section 1 of Article 9 of the By-Laws to be amended to read as follows: "No person shall be allowed at any meeting of the Association or governing board unless a member in good standing, except as a witness in case of trial or on invitation properly signed by either the president or the secretary of the Association."

There is another matter that has been brought to my notice, and perhaps some members may wish it brought up for discussion and that is, the question as to whether it would be advisable for this Association to affiliate with the Grain Dealers' National Association.

In conclusion I desire to express my hearty appreciation of the kindness and good will and assistance received during the past year from your president and other officers of the Association, as well as from the members generally.

On motion by Henry Rippe, Fairmont, Minn., the report of the secretary and treasurer was adopted.

J. L. McCaull, Minneapolis, moved that the president appoint committees on nomination and resolutions. The motion carried.

President Wenzel appointed the following: Committee on nominations—A. J. Zingree, Mason City, Iowa; A. Mortz, Minneapolis; Ed Rippe, Madison, S. D.; A. W. Bingham, New Ulm, Minn.; A. A. Truax, Mitchell, S. D.; W. R. Hyde, Fairmont, Minn.; J. M. Hymes, Volga, S. D. On resolutions—A. F. Brenner, Minneapolis; E. A. Brown, Luverne, Minn.; E. E. Mitchell.

J. L. McCaull of Minneapolis made an address in which he gave a brief retrospect of the grain business during the past half century and the great work which had been accomplished in arriving at present methods of handling and distributing the

world's produce. Business ability and good management were the factors that had accomplished these results. Concerning those who did not work along these lines, Mr. McCaull said:

You who have prospered have never encountered greater obstacles than the wooden-headed competitor who will not pursue a course that leads to prosperity. The man who stands with his face to the past and his back to the future, who to-day pays more for grain than it is worth and to-morrow mopes and damns the markets, is a thorn in the flesh of every energetic competitor. I am happy to say that such examples are rare, that the most of our brethren are decidedly alive and wide awake. They have taken lessons from those giants in industry, many living, some dead, truly great men, who did and are doing things commendable—men who were and are pioneers in thought, men of ability and brains, uncrowned kings, if you please, yet none the less kings in their line.

Concerning the receiver and shipper Mr. McCaull's thought was as follows:

We are meeting here to-day on a common ground, two branches of our trade—the shippers and the receivers. Now one word for that often-abused individual, the receiver, or commission merchant. The old idea that it is the practice among commission merchants to "skin" the shipper is certainly an erroneous one. I know of no commission man in Minneapolis to-day who would not work nights and Sundays to wrench from the buyer another fraction in favor of his client.

Mr. McCaull spoke of the unity that should exist between all the handlers of grain, and in closing said: "It requires the united energies and coöperation of us all to fill successfully the mammoth terminals, supply the mighty mills and load the monster ships."

A paper was read by P. P. Quist, chief weighmaster from Minnesota on the "Minneapolis Weighing Department." It appears on another page of this issue.

The report of the committee on resolutions was read by President Wenzel as follows:

Resolved, That the president and board of directors appoint a committee on legislation at such time and of such a number as they may deem best, with power to add to such committee from time to time.

On motion of F. E. Crandall, Mankato, the resolution was adopted.

The report of the nominating committee was read as follows:

For president, J. L. McCaull, Minneapolis; for vice-president, A. W. Bingham, New Ulm, Minn.; for governing board, W. B. Parsons, Winona, Minn.; A. F. Brenner, Minneapolis; A. A. Truax, Mitchell, S. D.; M. King, Utica, S. D.; George Wohlheter, Fairmont, Minn. The report was adopted.

The question was brought forward and discussed as to the advisability of affiliating with the Grain Dealers' National Association. After a number had been heard upon the question, Mr. Brown moved that the Association affiliate with the Grain Dealers' National Association. The motion was carried by a rising vote.

On motion the amendments to the constitution recommended by Secretary Burrage were adopted.

The question of mutual insurance was discussed and E. A. Brown told of the foundation of the Tri-State Grain Shippers' Indemnity, which would be in operation on August 1 and would work along the lines of the Winona line companies.

President Wenzel and Secretary Burrage favored the foundation of a company, the president saying that the Winona company had saved its members about 50 per cent of the rates charged by the stock companies.

A. J. Zingree told of the appointment of a committee of the Iowa association to formulate some plan for a mutual insurance organization, but as it was found the banks did not care to handle the certificates of grain so insured the committee thought best to proceed outside of the association in the formation of a company.

George A. Wells said that this committee is still at work along lines outside of the association.

Secretary Wells of Iowa asked for an expression on the subject of grain corners. He said he had recently sent out a circular asking the opinion of dealers on the advisability of requesting the Chi-

cago Board of Trade adopting a rule that would make a corner in grain an impossibility.

It was felt that "corners" were inimical to the cash grain man, who found it necessary to hedge in things. There was no action taken, however, on the question.

After a vote of thanks had been tendered the retiring officers the meeting adjourned.

#### NOTES OF THE MEETING.

J. B. Meigs and S. Karger were delegates from Milwaukee.

W. W. Cargill & Co. of LaCrosse, Wis., was represented by W. R. Hyde, Fairmont, Minn.

The luncheon served in an adjoining room by the Minneapolis receivers was well patronized.

There were three visitors from Iowa—George A. Wells, secretary of the Iowa Grain Dealers' Association; A. J. Zingree, Mason City, and S. G. Harding, Spirit Lake.

Gerstenberg & Co. of Chicago were represented by H. Hahn and F. S. Landers; Rosenbaum Brothers, Chicago, by T. Speltz and W. F. Johnson & Co., Chicago, by J. W. McCabe.

The following were admitted to membership: Meier & Miller, Lennox, S. D.; Farmers' Shipping Association, Brookings, S. D.; W. A. Forsaith, Slayton, Minn.; J. A. Campbell, Dundas, Minn.; Mohr-Holstain Company, Milwaukee, Wis.; Spalding Brothers, Lambert, Minn.; P. B. Mann Company, Minneapolis, Minn.

The South Dakota dealers who attended were: E. H. Meier, Lennox; G. Norman, Webster, Charles Zehnpfenning, Parkston; A. A. Truax, Mitchell; C. Rempfer, Parkston; S. E. Oscarson, White Rock; A. H. Betts, Mitchell; A. A. and G. S. Binford and W. L. Paul, Brookings; G. F. Hillmar and J. N. Hymes, Volga; A. W. Carlisle, Woonsocket; P. Rossback, Lennox; J. B. Patterson, Sioux Falls; Ed. A. Rippe, Madison.

The following were from Minneapolis: A. McMichael, A. G. Moritz, J. W. McCabe, A. E. Anderson, George B. Eastman, J. L. and S. J. McCaull, W. B. Hatch, A. F. Brenner, Charles S. Olds, C. E. Werzel, C. A. Christensen, W. H. Chambers, R. T. Evans, C. H. Lehman, A. McGregor, R. Troendle, J. A. Reed, P. P. Quist, T. S. Andrews, S. J. Austin, W. P. Devereaux, F. R. Durant, T. E. Hawkins, W. Hunter, A. M. Woodward, M. W. Lee, G. D. Rogers, J. D. Lamb.

From Minnesota the following: H. Rippe, Fairmont; D. D. Hubert, Mount Lake; T. E. Crandall, Mankato; J. J. LeDuc, LuVerne; S. S. Harrington, Round Lake; J. N. Graling, Spring Valley; H. W. Douglas, Worthington; C. P. Russell, Eyota; J. P. Mason, Mazeppa; W. H. Richardson, Winona; F. W. Werdin and W. E. Cummings, Glenwood; E. A. Brown, LuVerne; John Hickanson, Hector; F. A. B. Patterson, Fairmont; F. S. Kingsbury and O. E. Butler, Heron Lake; A. W. Bingham, New Ulm; C. C. Ernestveldt, Belvue; Ed Danielson and F. S. Thoreson, Dawson; A. Kasper, Glencoe; Louis Hiedere, Hastings; D. C. Harrington, Pipestone; Samuel Nelson, Welch; John Franta, Gibbons; K. Krieger, Westbrook; J. E. O'Hara, Hastings; C. S. Orwall, Clarkfield; C. A. and A. Spalding, Lambert; J. A. Campbell, Dundas; J. F. Thompson, Plainview; C. D. Tarse, Winona; W. R. Hyde, Fairmont.

A car of oats carrying 2,632 bushels, probably the largest load ever delivered in Chicago, was received over the Iowa Central on July 1, at the Atlantic Elevator, by LaSier, Hooper & Co. The grain weighed 84,250 pounds.

A farmer in Kingman County, Kansas has attained local fame by capriciously growing a row of corn a little more than twenty-five miles long. He commenced in a fifty-acre field, and went round and round in a circle with a lister until he had planted the whole in a single row which commences at one of the edges and terminates in the middle. When he cultivated it, of course, he had to plow the same way. As appearances go, the field will make as much crop as it would if planted in the ordinary way.



[For the "American Elevator and Grain Trade."]

## DRYING WET WHEAT.

BY GEORGE T. ZIMMERLE.

While it is not an uncommon occurrence to have heavy rains during the harvest time in some sections of the country, it is very seldom that there is such a widespread area where excessive and long-protracted wet weather has prevailed as has been the case during this season. This has been especially true in the great winter wheat producing states of Kansas, Southern Nebraska, Oklahoma and Missouri, and there are in this territory many millions of bushels of wet wheat that must be dried by artificial means to prevent it from becoming utterly unfit for milling purposes, if not a total loss. With a need there comes a question of method and means. In this connection it will be well to consider the material and action of the elements that will remove the moisture from wheat which has been wet by rains while in the straw, either standing or after being cut. Also what will be the action of the elements when subjected to conditions brought about by artificial means.

Wheat in the head is surrounded by the sheath of chaff, which has a porous structural formation. Next to this is the bran, or outer covering, likewise porous, while the inside is of a closer and firmer texture. When water is applied to wheat in the head this porous outer covering absorbs and allows the ingress of the water very rapidly. While so doing it fills in the spaces between and expands the fiber, thereby causing the structural formation to be more compact and impervious to moisture. After this coating is formed by the application of water to the outside the rate of absorption is much slower, because the amount of application is diminished. From the chaff to the bran and from the bran to the inner portions, as the density of formation increases the rate of absorption decreases. The distention of the fiber creates a pressure on the moisture, which, when wheat that has been wet and is exposed to the air, will squeeze out this moisture into the air. If the air is in motion the moisture will be moved away, and drier air being substituted more moisture will be expelled. As the outer covering becomes freed from moisture it again becomes porous and allows the escape of the moisture from within.

When air is heated the molecules of which it is composed have imparted to them an increase of motion; and when the molecules of air are brought into contact with any other matter, the force of the motion of the molecules of the air imparts to the molecules of the matter to which this action is applied a similar motion, or force, which is generally known as heat. This force of the motion of these air molecules being imparted to the molecules of the other matter, and when this matter is a non-cohesive fluid, like water, a disintegration of the molecules of both the water and the air occurs, and the two mingle together. The water is absorbed by the air, and air takes up and occupies the space formerly occupied by the water. If the air that has absorbed the water is removed and other air is substituted in the place thereof, the absorption of moisture continues until only the same proportion of moisture remains in the matter that had been wet as is contained in the surrounding air.

To put it briefly, air will absorb moisture. If it is heated it will absorb it more readily than when it is cold, and the hotter it is the more readily will it absorb moisture, and the more heated air that is applied the greater will be the amount of moisture that it will carry off. This is the action of warm winds that dry out grain that is wet in the fields. If heat is applied to water or any fibrous matter, like wheat, containing water and the application is continued and rapid, the expansion of the moisture from the effect of the heat will be so rapid that a disintegration of the matter containing the moisture will occur and the moisture will be driven still further into wheat thus treated. However, if the expanded water, which forms a vapor, is allowed to escape, this disintegration does not take place, and the penetration of the moisture into the wheat does not continue.

Wet wheat subjected to heat without means for escape of the moisture will become softened and the moisture will penetrate into and thoroughly permeate it. If allowed to escape into the air the moisture will not penetrate as when confined, but it will become very hot and bake. If the air is moved very rapidly it will carry away the moisture with it. As the amount of heat which can be applied to wheat without cooking it depends on the amount of moisture which it contains, in like manner the amount of moisture will determine the temperature to which it will be subjected.

### SPECIFIC HEAT.

This is due to what is termed specific heat. All matter has the quality of absorbing heat, and according to the amount of heat that a pound of it will absorb in being raised one degree in temperature will be the standard specific heat. With the exception of some of the gases, water has a greater heat-absorbing power than any other kind of matter. The standard of measurement for heat is the heat unit. One heat unit will raise the temperature of one pound of water, when at its greatest density, which is at above 39 F., one degree; and the standard specific heat of water is 10,000. One heat unit will raise the temperature of 4.2 pounds of air one degree, and as 1,000 divided by 4.2 equals .237, the latter figure is the standard specific heat of air. Most fibrous vegetable matter has specific heat closely approximating that of air.

While water is a ready absorbent of heat, it is limited in conductive qualities. If heat is applied to wet wheat the surface that is exposed to the action of the heat will absorb that heat very rapidly, and the expansion produced by the heat absorbed will force the moisture in whatever direction there is the least resistance. The wheat berry having a porous outside covering and a more compact inner formation, there is the least resistance for the passage of the moisture through the porous bran; then into the denser inner portions. If a mass or body of wet wheat is exposed to the action of heat the moisture in the outer portion of the same will be driven out because of a minimum resistance of the air. The power of the heat force applied to that portion lying next to the outside will be diminished by having part of its strength subtracted by absorption by the outer portion and the passage of the heat will be impeded by being obliged to pass through the outer covering. The moisture in the wheat below the surface, being subjected to the action of the heat that does not penetrate through the outer portion, finds its means of escape impeded both by the wheat below it and also by that above, and is thereby forced still further into the berry. At the same time, by having its means of escape cut off, it reacts and retards the movement of the heat through the outer portion. With the application of the heat, the outside remaining constant, the temperature of that portion is raised until it becomes baked hard and dry. As this outer wheat becomes dry and porous it allows the free passage of hot air from without and moisture from within; but unless the body of wheat is very thin the amount of heat that must be applied to permeate and dry the entire mass must be too long continued to give compactness or so intense that it will heat the wheat so hot that it will be unfit for flouring purposes.

Some years ago I tried to dry a lot of wet wheat in a dryhouse built to season oak and hickory timber for wagon spokes. The building was about 80 feet long by 20 feet wide. At one end was a nest of pipes, through which the exhaust steam from the engine or live steam from the boiler could be passed. A propeller-shaped blower forced the air through these pipes. The house was equipped with a lot of low-platform cars, wide enough to extend across the entire width of the building. The wheat was piled on these cars about six inches deep. At the end opposite where the air entered the sliding doors were left partly open to allow the escape of air and form a current. At this end the temperature was not extended through higher than the external air; at the other end it was more, so I never was able to get a record, for, after putting in a half a dozen different thermometers, all of which burst in a short time after closing the

doors, I was obliged to go it blind. All I know was that it was a hot place. At the rear end, where the wheat was entered, it dried very slowly, but toward the forward end that on the upper surface dried more rapidly. Thus the upper crust became very hot and dry; but this condition extended only a very short distance below the surface, and it was necessary to open up the house several times a day to stir the wheat. By doing this and by taking out the wheat next to the hot end as it became dry, in time the lot was dried and milled into flour.

I sent a sample of the flour to a flour house, and receiving a bid accepted the same and made a shipment. Complaint was made in regard to the flour by the consignees and a claim made for demurrage. The complaint stated that, while the flour was up to sample, they believed it had been made from wheat that had been wet and then dried. Of course, I do not know whether they came to this conclusion through any correct test or by guessing that as there was a lot of wet wheat that season that was what was the matter. In those days I was honest enough to be easy, and I allowed the claim and heard no more about it.

I recently saw an advertisement of a device that is used quite extensively in the manufacture of prepared breakfast food, where the material dried is placed in covered or bent troughs, so arranged that it would slide from one side to the other. The material to be dried was fed in at the top and filled all of these shelves, making two high columns, with an air chamber between. Judging from the cut, the thickness of the body of material must have been eight to twelve inches. The top edge of each shelf was so placed that there was a space between it and the bottom edge of the shelf, above which the application of hot air was permitted from the inside of the chamber, the escape of the moisture being to the outside. This arrangement was recommended for drying wet wheat, and it undoubtedly would have done so, as the breakfast foods which are thus treated are thoroughly cooked; but it is probable that flour made from wheat dried in this manner would have the same defects that made me pay a demurrage claim.

Now, to dry wet wheat the best method is probably to keep it in motion through many currents of air, but that process is too slow to be practicable when large quantities are to be handled. Increase in capacity may be had by heating the air, but that also is a limited method. The removal of moisture from wheat by heat is produced by an internal force working against atmospheric pressure. To do the same by air currents is the utilization of an external force. Both of these operations are mechanical and each aids the other. If either one of these forces is increased it diminishes the amount of work that must be done by the other. However, if the amount of heat applied is increased in too great a proportion, a chemical operation occurs and the chemical nature of the wheat is changed. The inner portion of the wheat berry is that which is most liable to be affected in a chemical way.

The application of heat must be made from the outside. If the action of air currents is very rapid a large amount of heat or heat of a high temperature can be applied to the outside, and will remove the moisture at that place without detriment to the inner portion, because the force of the currents will carry away the heat laden moisture and prevent it from permeating into the inner portion. If a steam of wet wheat be fed into a revolving steam drier and kept in motion, the internal force of the heat would drive the moisture out against the force of the atmospheric pressure, but if the temperature of the heat applied was high the probability would be that a chemical change in the nature of what would occur. With a forced blast of air through the wheat, this tendency toward a chemical combination would be less, and with a suction it would be still more diminished. Probably a better plan would be to so arrange both the outlet and the inlet for the wheat in such a manner that no air could enter into the drier, and apply a strong suction that would create a current which would draw off the surface moisture as rapidly as the heat should drive it to the surface. This would obviate the heating of the



air, and by relieving the wheat from the influence of atmospheric pressure and allowing the moisture to more easily come to the surface and thus require a lesser amount of heat or lower degree of temperature and lessen the danger of damaging the wheat by a chemical combination.

Lack of space and time prevents me from giving any lengthy description of an arrangement of this kind; but in a following article I will more fully set forth the mechanical details of these and some other arrangements which, by the adoption and application of correct principles, may be made to meet the needed requirements.

### OUTING OF THE NORTHWESTERN IOWA GRAIN DEALERS' ASSOCIATION.

About 30 grain dealers gathered at Silver Lake, Minn., the last of June to celebrate the annual outing and picnic of the Northwestern Iowa Grain Dealers' Association.

Business sessions were about as scarce as a ver-ticle fence in a western cyclone, the dealers' time being given over to fishing, out-door sports and the free life that the woods afford.

One of the principal events was a 100-yard dash between Bert Ellsworth of Milwaukee and James



B. G. ELLSWORTH.

R. Dalton of Chicago, won by Mr. Dalton in the fast time of 11:5.

A free-for-all race resulted as follows: A. E. Anderson, Buffalo Center, Iowa, first; James R. Dalton, second; Chas. Rippe, third.

We present two new officers of the association, Messrs. Ellsworth and Dalton, who, as president and secretary respectively, will make the arrangements for the next meeting, to be held in Milwaukee, Wis.

Those present were: A. E. Anderson of Brooks Griffiths Company, Minneapolis; W. B. Hatch, representing P. B. Mann & Co., Minneapolis; James R. Dalton, of Eschenburg & Dalton, Chicago; Bert Ellsworth, representing L. Bartlett & Son Co., Milwaukee; John Meigs, representing Mohr-Holstein Commission Co., Milwaukee; Geo. A. Wells, secretary Iowa Grain Dealers' Association, Des Moines, Iowa; J. E. Sims and A. H. McIntyre, Worthington, Minn.; Geo. S. Fow, Fairmount, Minn.; C. W. Thompson, Parker, S. D.; E. R. Anderson and F. S. Livermore, Buffalo Center, Iowa; Bert J. Dunn and John Fleming, Armstrong, Iowa; Jack Ellickson, Thompson, Iowa; Al. Frebel, Titonka, Iowa; E. J. Riley, Swea City, Iowa; Chas. Ripple, Forest City, Iowa; H. Rasmussen and H. J. Reis, Armstrong, Iowa; William Townsend, Milwaukee, Wis.; William Dredge, Angelica, Wis.

The first full cargo of the present wheat crop to be sent from America to Europe was shipped on July 26 on the tramp steamship Rauma bound from Baltimore to Antwerp, by the Smith-Gambrill Company of Baltimore. The cargo consisted of 168,000 bushels of No. 2 red winter wheat, the greater part of which was Maryland-grown grain.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Where a Contract for Grain Is Made by an Agent.

The entire controversy in an action brought to recover damages for an alleged breach of contract for the sale of 25,000 bushels of corn depended on the terms of the contract, which was a verbal one, entered into and discussed mainly over a long-distance telephone. The purchasers, who brought the action, claimed that the corn was bought on "Baltimore terms," 20 cents per bushel to be paid if the corn graded mixed. The seller denied that the sale was made on "Baltimore terms"; and insisted that he was to receive 20 cents per bushel for all of the corn which graded mixed and 19 cents per bushel for the remainder.

The contract was entered into by the purchasers through the agency of a grain broker, and the purchasers admitted that if he had the authority to make such a contract as the seller alleged, the court would not, under the conflict of evidence as to what the contract was, be justified in disturbing the verdict of the jury in the seller's favor, but they denied that he had the authority; and they argued that it was reversible error to refuse to submit this issue to the jury.

With this contention, however, the Supreme Court of Nebraska does not agree. It says (Hall et al. vs. Hopper, 90 Northwestern Reporter, 549) that the purchasers sought to avail themselves of the beneficial part of the contract entered into by their agent, and if they desired to accept any part of this contract they must accept it as a whole. It is elemental that a principal cannot ratify the part of an unauthorized contract made by his agent which is advantageous to him and repudiate the part which is to his detriment. This agent was apparently acting with general authority to purchase grain for them, and no limitation of this authority would bind the seller, unless the evidence clearly showed that this alleged limitation of authority was known to the seller at the time he contracted with the agent, which the evidence in the case failed to show. In other words, the court holds that a principal cannot accept the part of an unauthorized contract entered into by his agent which is beneficial to him and repudiate the part which is to his detriment. He must either ratify the whole contract or repudiate it entirely. Where a party sues on a contract entered into through an agent, who apparently acted with general authority, he will not be permitted to show a limitation of the authority of his agent in making such a contract unless he proves that such limitation was known to exist by the party sued at the time the contract was entered into.

### Liability in Purchasing from Warehouseman Grain Belonging to Depositors.

One of the defenses which the purchasers of wheat from a warehouseman made to an action brought against them by the depositors was, that without knowledge or notice that any other than the warehouseman had any right to the wheat, they had acted in good faith in receiving the wheat, making advances thereon, etc. For another defense, it was alleged that the warehouseman was engaged in purchasing and selling grain in pursuance of a general and well established custom among warehousemen in counties named to remove the wheat and renovate the warehouse once a year, as was well known to the depositors, who acquiesced therein; and that the warehouseman had power and authority to remove the wheat in question and was vested with an apparent title to it; that the purchasers dealt with him in good faith, believing that he was the owner of the wheat and had title to it and power of disposing of the same; for which reason the depositors ought not to be permitted to assert any claim thereto, except subject

to the liens of the purchasers for their advances. The testimony in the case was to the effect that the depositors expected either to sell to the warehouseman or to secure the return of a like quantity and quality of wheat upon demand and the payment of the storage charges, and that they had in most instances sold the wheat to him when they desired to dispose of it.

The wheat so deposited in the warehouse on warehouse receipts and load checks, at owner's risk of loss by fire, the Supreme Court of Oregon holds (Tobin vs. Portland Flouring Mills Co., 68 Pacific Reporter, 743), when commingled, belonged to the depositors, who were tenants in common thereof, having such an undivided interest therein as the quantity stored by each bore to the amount deposited. If the warehouseman shipped to the purchasers sued any of the wheat that belonged to the depositors, without their consent, whereby a deficiency occurred in the quantity so commingled, rendering it impossible for a depositor to show the extent of his loss, a court of equity could afford relief by bringing all the parties before it and doing complete justice between them by ascertaining the deficiency in the joint property and decreeing a recovery of the grain, if it could be discovered, or failing in that respect, apportioning the loss pro rata among the joint owners. Again, the court says



JAMES R. DALTON.

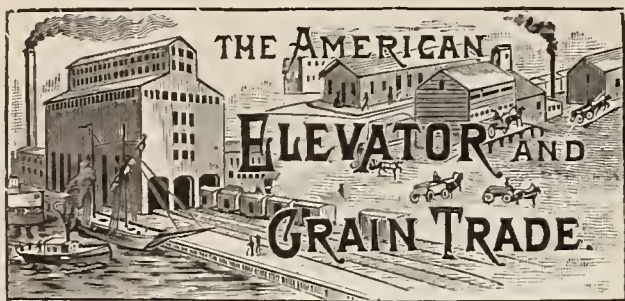
that the testimony disclosed that whenever the depositors chose to dispose of their wheat the warehouseman purchased it and shipped it to market on his own account; and, while the agents of the purchasers sued undoubtedly believed that he had authority to dispose of the wheat delivered to them, the court is satisfied that he had no title thereto and that they should account for the wheat for which they were legally responsible.

The testimony, the court says, by way of further explanation, failed to show that the wheat was delivered and received under an express agreement, or implied from the course of dealing, that the warehouseman might dispose of any part of it and fulfill his obligation to the depositors by either paying its market value or returning an equivalent quantity of wheat upon demand. The depositors did not, in the court's opinion, intend to part with the title to their wheat by placing it in the warehouse, and such intention was not inferable from the fact that they expected at some subsequent time either to sell the wheat to him or to secure a like quantity and quality when desired.

The Winona Fire Insurance Company of St. Paul will insure grain risks only at the start, rewriting all the business of the Grain Dealers' Indemnity Company of Winona, Minn., which company has gone out of business.

Livery men and horse owners in Oklahoma complain that the railroad builders are skinning that country of hay and feed at a rate that promises a famine before next spring. It has already been necessary to import hay and oats at some of the towns.





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1902.

Official Paper of the Illinois Grain Dealers' Association.

### APROPOS THE CORNERS.

It is undeniable that the corner is getting to be a nuisance at Chicago. Vultures with unlimited capital swoop down on the floor, disorganize business, bring the Board into more or less disrepute by raids which in intent are as much those of the confirmed gambler as a play for the bank at Saratoga or Monte Carlo, and depart as quickly as they came with their "winings." Now, it matters not that the profits are largely paper ones, which may or may not ultimately swell the speculators' bank accounts, the system is disorganizing to legitimate business and should be abolished, if this can be done without doing more harm to actual business by permanent disorganization of the system of free trading than would result from giving free rein to these itinerant raiders.

The difficulty in the case is to locate a corner before it gets to be one. July corn certainly was the object of a raid, and the deal was early seen to be a manipulation. In the case of oats, there is more than a modicum of truth in the assertion of Mr. Patten that July oats "cornered themselves." Yet the speculative price even of oats was out of all proportion to the price of cash grain.

Perhaps the more frequent defense of the shorts by the application of the marginal price rule might tend to make corners less popular. The corner is essentially a means to an end—a "get-rich-quick" scheme and is never legitimate business. Its encouragement, even its recognition, should have no standing in the rules of any bona fide commercial organization, for the reason that it demoralizes both the business of the Exchange and the morals of the public; and any reform that would put an end to the corner and still facilitate the natural ebb and

flow of both cash and future contract prices would be a wholesome one from every point of view.

### MUTUAL ELEVATOR INSURANCE.

It was the late Horace Greeley, we believe, who said, "The way to resume specie payments is to resume." There has been a great deal of talk about mutual fire insurance for elevator owners in the states of Iowa, Illinois, Indiana and Ohio, more particularly, the grain trade associations of which states have in all cases, excepting Ohio, which began work on its own account, referred the matter, after more or less perfunctory discussion, to the National Association for action.

Appreciating, however, that the meeting of the National Association at Memphis is likely to have a superabundance of business and that the occasion itself would hardly be encouraging to work on the practical details of organization, a meeting of grain dealers and association officials was wisely called to start the movement by organizing a company in advance of the Memphis meeting, which will, of course, fully indorse the action of the Chicago meeting, reported on page 65; and thus the managers of the new company will be able to begin its work of getting business some months in advance of any date that would have been possible had the preliminary work been delayed until after October 1-4. In other words, the gentlemen who met at Chicago simply took the bull by the horns and "resumed," so to say.

There is absolutely no valid objection to this movement for cheaper insurance. The principle of mutual insurance is sound and practicable in operation. Such a company needs only experienced managers who will direct its operations along approved lines. Mr. C. A. McCotter, whose initiative brought about the action referred to, and who is expected to become, after August 1, secretary-treasurer of the new company, has been for a number of years a special inspector of the Millers' National Insurance Company, one of the most successful mutual companies in existence, and is thoroughly conversant with its methods; which, in a few words, are the insurance of approved risks only, and the maintenance of the physical condition of insured property.

### THE CANADIAN WHEAT PROBLEM.

Another bumper wheat crop is expected from Manitoba and the Northwest Territories, and the problem what to do with it will shortly become pressing. The elevator system of Canada has been materially enlarged this season, both in the country and at the terminals, but it is still far unequal to a natural demand for storage. The Canadian Pacific and Northern roads have also increased their equipment of grain cars; but this latter fact is likely to count as a bear factor in the market, for in the absence of storage capacity at the farms and inadequate elevator room at the towns, the aim of farmers will be to get their stuff off their hands at the earliest possible moment after harvest.

It certainly is unfortunate that the American tariff is still in force, driving this grain, as it will, away from our elevators and mills and

forcing it into Liverpool at "any old" price. It is perhaps too much to hope Congress to soon consider the situation on its merits; but if the rush of farmers to Manitoba and the Northwest Territories continues for a few years more at the rate they have been going there during the present summer, the effect on American wheat prices may open the eyes of our farmers to a situation that may be anything but pleasant.

A repeal of the tariff would at least tend to steady prices, which would be a greater benefit to the Americans than to the Canadians, since the former have more wheat to suffer loss on.

### WILL CHARGE STORAGE.

The northwestern division of the Iowa Grain Dealers' Association, at a meeting held at Sioux City on July 23, after an exhaustive discussion, adopted a resolution providing that on and after August 1 a storage fee of one cent a bushel per month should be charged for all farmers' grain in store after the first fifteen days. This action should become epidemic among elevator men.

The free storage system is an anachronism that has no excuse for being, even in a new country, where it delays the building of the farm granaries that are needed to properly store the grain until it is in condition to ship and hold it until it ought to be sold without making a dump of the market. In an old country, it is a free gift to prosperous farmers, which is neither appreciated nor beneficial to them. All that is needed to unload the burden is the backbone these Iowa men have developed.

### INSPECTION AT CHICAGO.

The indictment of the Chicago inspection by the representatives of the Illinois Grain Dealers' Association, as formulated by Assistant Secretary Lloyd, is printed in another column. Mr. Lloyd was interested chiefly in corn. The same complaint was made later about the oats grading; and the inconsistency of the department in the grading of both corn and oats has been scored by both shippers and receivers of reputable character.

However, the accuracy of the grading is a matter of opinion, after all; and it will be so long as the grading itself is held to be possible only by the employment of the human faculty of guessing. The inspector guesses that corn going out is No. 2, and when the same corn comes back, after careful blowing, he guesses it is No. 3. It is merely incidental that No. 2 is cornered. In like manner oats are guessed to be "standard"; but oats matched to standard sample are guessed to be No. 3 white, and so on. Which goes to show that they who guess differ; and that only the adoption of a scientific method of some sort will ever put an end to these interminable and angry controversies, in which one angry man who guesses thinks, and perhaps rightly, that his guess is as accurate as anybody's; but not being "it," his guess doesn't go.

Mr. Lloyd's remedy is removal of the office from "politics." That would doubtless help matters some. It was certainly unfortunate that one of the Illinois Warehouse Commissioners,



who have final control of the chief inspector, should have been a close personal friend and business associate of a man prominently named in connection with the corn corner. But there is not an iota of evidence that that fact affected the inspection of corn prior to July 15. It was probably a coincidence only. Yet it was enough to warrant the complaint of "politics."

But back of all this is the fundamental difficulty that the inspection system is all based only on the doctrine that grading can be determined only by some man's "judgment"—his guess, in other words.

### THE NATIONAL ASSOCIATION MEETING.

The annual meeting of the Grain Dealers' National Association is set for October 1-4 at Memphis. Up to this writing, however, no definite program of the sessions has been arranged, of course; nor has any positive arrangement for railroad facilities been announced. The reader will, therefore, have to wait for the official announcements, which will be made in ample season in September.

Meantime some of our correspondents have suggested some matters of national importance which might properly receive attention at that meeting; such as better crop reports, mutual insurance, uniform system as to station storage, weights in the Southern markets, uniform rule as to payment of drafts, definition of "destination weights" and so on.

There is evidence of much interest in this forthcoming meeting, and if the transportation problem can be settled favorably the attendance will undoubtedly be large.

### A CO-OPERATIVE SWINDLE.

"There is an irresistible fascination in studying the effects of combining," says a circular of the American Farm Company. There is indeed. There's the American Farm Company, for instance, suggesting an interesting study in psychology. A New Jersey corporation, with an authorized capital of a million, to be supplied by farmers who have thus far studied the effects of combining more carefully after taking stock in the company than they did prior to doing so, this company promises to handle grain in "round elevators," an "original patent," giving "extraordinary facilities," with warehouse attachment, wherein "a hundred-and-one things" are kept and supplied at prices "close to cost." Incidentally "New Oats" are sold, a marvelous variety, one inducement to buy which is a prize of \$200 to any farmer who succeeds in raising 200 bushels of them on one acre of ground.

It was this latter bait that led an officer of the Marion Milling Company of Marion, Ohio, to look up the work of the company, whose agents were operating in that neighborhood, promising an elevator at Marion when stock enough was subscribed. What Mr. C. B. Jenkins found was not flattering to the acumen of Marion County farmers. The company, in fact, has done nothing in Ohio for all the cash collections, and the state attorney general, after a casual investigation, has not hesitated to declare in writing that the company is, in his opinion, "a rank swindle."

The most singular fact developed by "studying the effects of combining" is the gullibility

of the farmer usually called "hard headed." Once he holds out the bait of saving or returning to such a farmer an infinitesimal fraction of the cost of handling his grain through a legitimate elevator, any smooth, swindling stranger seems able to stampede every particularly "hard headed" fellow in a given county. Let his old neighbors who have handled his grain and sold him supplies, machinery or seeds for a generation make him the same ridiculous proposition that an unidentified swindler has no shame in making, and Mr. Hardhead will unhesitatingly declare his old friend translated—gone daft, in other words. But the stranger who promises impossible things gets his cash; and the upshot is not a wholesome confession to having been overreached, but a noisy complaint that the sheriff or the state officials did not in some way prevent him from buying gold bricks of that type.

The American Farm Company will doubtless be driven out of Ohio, but that need not necessarily kill it. "There are others." And no one ought to feel much pity for niggardly stupidity, anyhow.

### SETTLING A CORNER IN COURT.

The corpse of the Chicago oats corner has taken the form of an appeal to the courts, Waite, Thorburn & Co. taking the initiative, followed by Pratt & Buckley and J. H. Norton, having secured, all told, about forty injunctions restraining the defendants from "making or continuing a corner" in July standard oats. Novel and surprising as this proceeding was, it cannot be said to have been a popular one, on the Board or out of it. The Board retaliated on Mr. Thorburn by an indefinite suspension; and Mr. Thorburn replies that he means to put a stop by this litigation to the corner evil.

This use of the injunction is certainly unusual, and it may be only an episode after all, seeing that the restraining order may be dissolved after a hearing on August 14. It is unusual and will not be popular for the reason that where a commercial body has provided the machinery for settling trades between its members the courts have been slow to interfere with that machinery, while the members themselves have been loath to go outside to effect settlements, such actions being construed as a species of affront to the dignity of the exchanges, calculated to lessen its prestige and to give color to the public charge of gambling, which should be the last of all pleas made by a member, even by inference. The court, of course, has power to and will act to grant relief from a forestalling of the market; that principle is as old as the common law itself. But to establish such forestalling, or a corner, the courts have usually required proofs too positive to encourage litigation of that character.

The petition for an injunction declares with truth that there has been an epidemic of corners on the Board that have demoralized business. In this the Board is not singular. The stock exchanges also have been raided time and again by groups of wealthy and unscrupulous speculators; nevertheless the wisdom of appealing to the courts is doubtful. It is many years since the Illinois courts held that the Board is empowered to compel its members' obedience to its rules or to withdraw; and it

will be difficult for members who, to use the slang, "plead the baby act" to get sympathy by seeking outside its rules for relief, even from an aggravation of raiding abuse, which did not appear in the oats corner, and from which some of the same parties did not apply for relief in the corn deal which did embody a specific abuse as a raid.

### DESTINATION WEIGHT.

What is "Destination Weight?" Is it the weight of a carload at the point to which the shipper consigns the grain or at the point to which the original receiver may reconsign or forward it? The question is put by a subscriber in Missouri, and the only positive answer that could be given is that it is nearly the universal custom in the trade to define "shipper's destination" as the point to which the receiver may reconsign or forward the grain.

As a matter of law, however, the definition depends on circumstances; in other words, upon the law of contract in the state in which the contract is made; and that in turn "depends." In short, aside from the custom of the trade, the matter is, owing to diverse state law, in a hopeless tangle as regard interstate transactions.

This condition of things adds force to the argument in favor of the adoption of the trade rules offered at Des Moines last October, which outlined a national system of trading which clearly formulated the terms and conditions of grain contracts, which, like the above term, may be ambiguous or subject to change of construction in the several state courts. The courts recognize the force of trade custom, even to the extent that state law may be bent, if need be, to construe it according to a universal custom.

### MR. HILL CONFERS.

James J. Hill of the Great Northern Railroad has at least been picturesque on all occasions in which he has figured; and at the conference at Davenport, Wash., was none the less so as the Inland Empire's good angel than he was aforesaid as the Father of the Dakotas. His conference with the wheat growers of Washington was as successful as it was unprecedented. It might have been a good omen also of the future relations of railroad men and shippers had cotemporary railroad history in the middle West been more free from the trail of the raider; for railroad consideration, *a la* Mr. Hill, for the multitude of small shippers would be much more encouraging to the general public than the usual private conferences with favorite large shippers and schemes to deluge railway stocks with more rivers of water on which the shipping public is expected to pay interest and dividends. Mr. Hill assured his patrons in Washington that trying to regulate rates by law is as great a folly as to try to set a broken lamb by statute; but Mr. Hill will hardly deny that the behavior of some of his neighbors—"the other fellows"—do need watching by statute even if he does not.

There is so much elevator building and repairing being done in the Northwest that every man who can drive a nail or saw a board is in demand at good wages.



## EDITORIAL MENTION

The close-at-home market proves often the best market.

We are soon to have the absolutely fire proof country grain elevator.

The rural telephone is credited with having broken the corn corner. Very good; but wasn't it just a trifle previous this time?

The Circuit Court at Springfield, Ill., has ruled in the case of J. Tidmarsh that a bucket-shopper can't embezzle—he's just a plain gambler without any frills.

In a test of corn cribbed on the Sibley estate in central Illinois, it was shown that the loss was 5 per cent in six months. The grain was cribbed in December and weighed every month for six months.

C. A. King & Co., Toledo, Say: "Consign your low grades." This looks like good advice; for when consigned they sell by sample and bring what they are actually worth by competitive bids.

The local trade of Chicago seems to prefer old hay even at a large premium over new hay. The past few weeks have shown a good demand for old hay, both timothy and prairie, while for the new grades there has been very little inquiry.

Why is it that the grain shipper gives the terminal hospital all the cream of manufacturing No. 2 from off-grade stuff? Is the shipper a philanthropist whose heart bleeds for the impoverished terminal elevator man? It looks that way.

The grain trade needs more protection—the receiver to protect the shipper's interests and the shipper to protect the farmer's rights. Then, with no discordant elements between demand and supply, satisfactory prices and trade may be looked for.

Now is a good time to repair corn cribs: to get them up out of the wet and away from the rats, and to see that roofs are tight. Impress, too, on your farmer friends the necessity of good cribs as the first step toward having No. 2 corn to market next winter and spring.

There were large defaults on settlements of July wheat deals at both Kansas City and Milwaukee, the shorts refusing to settle on the ground that the market was cornered. At Milwaukee an arbitration price of 78 cents was made, at which settlements were made.

Where there is fire there is smoke. Some think that when they see a grain elevator it naturally follows there is business to be had in that locality—possibly more than enough for one elevator. So a new house is constructed and the result is there is no profitable business for either. There are plenty of good sites for ele-

vators without killing another business already established, but a little care should be used in selecting them.

The New Orleans Board of Trade has taken a new tack in its inspection row with the Maritime Exchange and will not make out inspection of grain it did not inspect in. This is a clever move—from the Board's point of view; but one fails to see how it facilitates exports from New Orleans.

Very many of the large manufacturing establishments of the United States have in late years made fortunes by simply utilizing some waste product. There are still similar possibilities along the line of grain elevator management that will lead to larger profits to those discovering and utilizing them.

The Minnesota state railroad and warehouse commission contemplates asking the legislature next winter to enlarge the scope of the law to give the commission power to deal with the alleged discrimination by railroads in favor of the line houses and against the independent elevators. The commission is satisfied that such discrimination exists and will make an effort to stop it.

Secretary Sampson of Indiana has been in Toledo examining the methods of handling grain in the railroad yards there and inspecting the condition of grain cars on arrival. It is a safe bet that he found enough matter to be able to tell his people a good story about the extravagance of slip-shod loading and the folly of accepting crippled cars. Shippers may swear at the terminal markets and the carriers until they are black in the face; but until cars are started forward in such a condition that they *can't* leak en route, the shortage problem never will be solved.

Among the elevators in construction photographed on page 66 is the foundation of the "first fireproof country elevator" in the United States. No doubt the completion of this house will mark the beginning of a new era, which long ago opened for terminal elevators. It is time the fire trap of the day, with its almost prohibitory insurance rates, should have its quietus; and it is to be hoped, and perhaps expected, that when steel returns again to a normal price, that material, together with hollow clay tiles, will come into common use in the country as they have in metropolitan fire-proof construction during the past fifteen to twenty years.

The possibilities involved in an elevator war at Buffalo are not an unknown quantity in the grain trade; but with the New York Central Railway directly interested as operating owner of one or more houses, the latest dissolution of the pool presented some new combinations well out of the order of the past in rows of that kind. The first movement to bring the Great Northern to time was a refusal by the several trunk lines to New York to furnish cars to its shippers. There it stopped. While peace is always preferable to war, the issue of a contest between "Jim" Hill and the trunk lines might have been interesting, not to say worth while, should it

have involved the question of compelling a common carrier, even one so majestic as the New York Central, to treat all shippers alike. However, Mr. Hill is probably too much of a railroad man himself not to "listen to reason" before forcing such an issue upon a fellow carrier. And so the war is off.

The Toledo Produce Exchange, in conformity to the desires of the clover seed shippers to that market, as well as in response to arguments therefor by the leading Toledo receivers, has modified the inspection rule governing prime seed, the new rule being as follows: "Prime Clover Seed—To be good color, dry, sound, reasonably clean and only slightly mixed with brown and any foreign seed." This change will meet the conditions, in Ohio and Indiana more particularly, by admitting some brown seed without causing loss of grade. The rule takes effect on January 1 next.

The movement of new grain is now in progress: winter wheat and oats from the winter wheat section and spring wheat from the Northwest. While the usual car famine seems at present outlook as likely to be less severe than in recent years, owing to the new method of accounting for use of foreign cars and to a large increase of rolling stock, nevertheless the careful grain man will take every precaution to prevent disappointment in getting cars, for even under the most favorable conditions the crops in sight are so large that a shortage of cars can hardly fail to be felt at times. Prompt loading also will tend to facilitate the movement of grain.

During the greater part of the past month the country grain dealer continued to send his grain to the Chicago market largely on trust:—trust that it would pass favorably the sharp eyes of the inspectors and allow him to make a profit on his early bought grain. In very many cases his hopes were blasted and another point was scored against buying stuff before a reasonable knowledge was had as to how it would grade. No doubt the motto of the country storekeeper would be apropos to hang up in some houses—

"To trust is bust, to bust is h—  
No trust no bust, no h— for us."

The dealer who conducts a safe business will not trust that his grain will come in all right, but wait until he sees his goods before purchasing them.

The Indiana association managers are confronted by a serious problem that seems to be peculiar to a considerable section of that state lying south of Indianapolis. This is the regular hay buyer who scalps grain as a side line. This is a peculiarly aggravating annoyance and one somewhat difficult to overcome. It has been called to the attention of the Hay Association, but we are not advised what action the managers of that association will take in the premises. Naturally, the disposition of the grain dealer is to retaliate in kind; but that is not a pleasant nor profitable method of correcting a bad situation. The receivers, however, should treat hay men in this miserable business in exactly the same way the best of them treat the grain scalper; and hay receivers should do likewise. There is nothing to pre-



vent a hay buyer from becoming a regular grain buyer by putting up an elevator; but until he does do this he should let grain alone or be classed as an irregular and as a market disturber.

July was a remarkable month in grain, with its squeezes and price gyrations: corn passing wheat and oats passing corn, which find few parallels in the past. Meantime inspection troubles and switching delays made not only shippers but receivers and commission men temporarily gray-headed before their time. Of course, other exchanges say these things are calculated to permanently injure trade. That is perhaps drawing it strong; but why is it Chicago memberships which a few months ago were worth \$4,300 and upward are now slow at less than \$3,300?

An Illinois country paper tells how, during the rainy weather of the first two weeks of July, a farmer who had some weeks before sold 7,000 bushels of corn at a very good figure, tried to get it shelled and hauled according to contract. The shellers got stuck in the mud and could not get to him in time, and when they did at last arrive they could not shell on account of the rain; and the sympathetic editor closes the recital by saying apprehensively that "he does not know yet whether or not he will have to pay damages to the purchasers for not delivering the corn in time, but it does not seem as though he should be compelled to lose any more than he has already on account of the weather." But who would pay the damages of the buyers if they too had sold short and were caught on account of the weather? Who has a sympathetic tear for them?

St. Louis is crowding her record for receipts of winter wheat, but is badly handicapped for want of grain insurance, which will be the more seriously felt as soon as the Merchants' Exchange begins to issue licenses to regular houses, which, of course, to be included in that category must be able to cover with insurance all the grain represented by their outstanding receipts. The problem is complicated by the custom of elevator owners of carrying insurance at full capacity at a yearly rate in order to charge customers insurance at the short time rate—a source of no inconsiderable profit to the elevators, even with bins empty for a part of the year. This practice, of course, shortens the reach of the available insurance, which is not enlarging year by year, as it should to keep pace with the demands of business. The Moses to lead the trade out of this Egypt has yet to appear, unfortunately.

All prospect of Great Britain's adopting the policy of differential taxes in favor of colonial grain as opposed to that of other countries has been abandoned by the colonials since Mr. Balfour announced in parliament in July that the resignation of Sir Michael Hicks-Beach of the treasury would cause no change in the fiscal program of the ministry. Since that pronouncement a bye-election for member of the house in North Leeds has resulted in the loss to the ministry of the seat by a substantial majority, the issues being the education bill and the grain taxes and the apparent "coquetting with pro-

tection." Whenever since their imposition voters have had a chance to thus express themselves as to the new grain and flour taxes they have been disapproved; so that it is wholly unlikely that any ministry will antagonize both the voters at home and its foreign relations by initiating a tariff war of any sort.

When the insurance inspector comes around he always finds a cobweb here, a tight pulley there and a little bunch of dust in some hidden corner. It would be well to anticipate his visits and keep everything about the elevators in a reasonably clean condition. Keep the machinery about the elevator in good condition and running freely. If the belt on the pulley continually slips or you are obliged to see what is the trouble with one of the elevators every few minutes, the aggregate of time wasted would prove to be considerable, to say nothing more. Better to shut down and repair things than run at hazard.

The St. Louis Merchants' Exchange has at last very properly taken control of the elevators in which are stored the grain bought and sold on its floor, which it proposes to designate as regular or irregular, when they conform to its rules governing warehouses. This step is the more necessary owing to the conflict of state laws regulating the elevators under the natural jurisdiction of a St. Louis exchange, some of them being in Illinois and some in Missouri. A recent episode involving grain in an Illinois house seems to have been instrumental in bringing the Exchange to this determination, as the only way in which the differences in the laws of the two states may be reconciled for the purposes of business on the floor of the Exchange. It is encouraging to note that the courts have already pronounced this step proper and legally unobjectionable by refusing an injunction designed to prevent the adoption of such a rule. St. Louis is now about up to date.

The agitation at Chicago for a rule to make No. 3 corn deliverable at a penalty on contracts for No. 2 was resumed during the recent corn corner, but the idea cannot be said to have developed any more popularity with buyers than formerly appeared. The sudden collapse of the corner after the petition had reached the hands of the committee has again postponed any action thereon, but it is commonly objected that as a marginal rule exists which can be called into action the necessity for the proposed rule is not at all imperative, especially as in operation it would tend to undermine the market by rendering the character of purchases uncertain. At times when speculation is rampant, the real commercial purpose of the Board of Trade is apt to be overlooked. In the last analysis the rules ought to suit as will protect the actual commercial side and not the speculative element of the exchange's business. As has been said, "the payment of the difference in price between No. 2 and No. 3 corn would not help the purchaser if he desired to use corn of a particular grade for a specific purpose"; and it is the Board's duty to protect him by seeing that he gets what he buys. If the seller contracts to deliver what he hasn't got and can't get, he ought to be prepared to take the consequences.

## IN THE COURTS

A verified statement of the claims filed against the estate of the St. Paul and Kansas City Grain Company at Minneapolis shows the sum total of the liabilities to be \$620,006.06.

William C. Mohr has sued the Central Elevator Company of Pittsburg for \$5,000 damages. He is a freight conductor on the Fort Wayne road, and while unloading grain at the company's elevator fell through a defective floor and was permanently injured.

The suit of the Ritter-Conley Mfg. Co. against the Eastern Railway at St. Paul, in which the Ritter-Conley Co. claimed damages of \$76,571.21 and interests, has been settled and the case dismissed. The suit grew out of the settlement for building a steel elevator at West Superior.

In the case of George Balding of Melville, N. D., against the Andrews & Gage Elevator Company, tried at Jamestown, the jury awarded the plaintiff, Balding, \$500 and costs, the amount demanded for the loss of hay and other material which caught fire from an elevator belonging to the company at Melville, which burned last November. The elevator caught fire from a defective elevating apparatus and Balding maintained the company was negligent.

C. F. Moulton began suit at Kansas City, Mo., against Henry P. Wright, broker, to recover \$1,554.43. Moulton alleges that on March 17 last he placed an order with Wright for the purchase of 20,000 bushels of May corn at 62½ cents. He deposited \$911.86 as his margin and ordered Wright to sell the May corn when it advanced to 64 cents. Corn sold on April 23-24 at 64½ cents, but, Moulton alleges, Wright did not sell until April 25, when corn went down to 61, when he informed his client that he had lost \$877.43. Moulton alleges that the transaction was not proper and sues to recover the money deposited and the profit he would have made had his order to sell been carried out.

Suit was begun at Bloomington on July 23 by Leonard S. Bradford to dissolve the partnership of Benson & Bradford, grain dealers at Colfax, Ill. Bradford is a farmer, and in his bill alleges conspiracy to defraud him; that about \$20,000 of the firm's and its patrons' money and grain are not accounted for; that there are claims against the business of about \$11,000, which he (Bradford) has secured with his own property, the only property of the firm being the elevator, on which there is a mortgage for \$4,000; that the Bensons refuse to pay any part of the firm's indebtedness and have disposed of all their visible property, and that they are about to leave Colfax and some of them to leave the state of Illinois.

In the case of Pane Smith and others against the Nash-Wright Company of Chicago the Circuit Court at Lincoln, Ill., on August 4 rendered a decision to the effect that the farmers who had stored grain in the elevators of Paul Smith at Lincoln, Broadwell and Lawndale at the time of his failure, which had been sold by him to the defendant company, are entitled to recover at the rate of 67 cents for wheat, 54 cents for corn and 40 cents for oats, being about 55 per cent of the farmers' claims. The court decided that farmers who stored corn in Lincoln and could prove their claims could recover pro rata of the corn in Lincoln, but could not make good any deficiency by taking corn found at Broadwell and Lawndale. This feature of the decision creates a deficiency at Lincoln and Broadwell and a surplus at Lawndale.

Baltimore's receipts of Southern wheat on July 14 amounted to 158,378 bushels. Excepting a business day following holidays, when there may have been an accumulation of shipments of two or more days, it was stated at the Chamber of Commerce that these receipts were the heaviest known in Baltimore for Southern wheat in a single day.



## TRADE NOTES

The Moline Scale Company has been incorporated at Moline, Ill., with a capital stock of \$20,000.

A. L. Jordan of Fairfield, Ill., and Chas. T. Miller of St. Joseph, Mo., will manufacture grain and seed separators at Winona, Minn.

This is the busy season at the plant of the Marseilles Manufacturing Company at Marseilles, Ill. Their force has been increased about 100 hands.

P. A. Kilner of Chicago has taken the management of the Downie-Wright Manufacturing Company at York, Neb., where he was formerly manager of the York Foundry & Engine Company.

Seeley, Son & Co., of Fremont, Neb., have been very busy all summer with various elevator contracts. They are also contractors for a large residence at Schuyler, Neb., and other outside work.

On August 1 the branch office of the Marseilles Manufacturing Company at Kansas City, Mo., was moved from 1413 and 1415 West Tenth street to the new Rumley Building at 1226 West Eleventh street.

The Shafting Manufacturers' Association has advanced the price of steel shafting to 47 per cent off list for carloads and 42 off for less than carloads. The discounts for centering shafts and for keyseating were made the same as on shafting.

The members of the old firm of Tromanhauser Brothers of Minneapolis, Minn., have joined interests and are now working together, with offices in the Phoenix Building, Minneapolis. The firm will incorporate under the style of The Tromanhauser Company.

The Riter-Conley Manufacturing Company, Pittsburgh, Pa., manufacturers of steel plates and structural steel, are arranging a part of their new Leetsdale works for the building of steel sea-going barges and tank steamers, particularly for the Texas oil trade.

The Monier Manufacturing Company of Chicago, Ill., has been incorporated with a capital stock of \$100,000, to do general manufacturing and constructing business. Henry S. Hawley is president of the Company, H. C. Ponillon secretary and E. Lee Heidenreich chief engineer. The offices are in the Rookery building.

The employees of the Jeffrey Manufacturing Company, Columbus, Ohio, held their seventeenth annual outing at Idlewilde Park, Newark, Ohio, on Saturday, July 12. The train bearing the excursionists left Columbus in three sections. We acknowledge receipt of a program of the day's amusements, which were many and varied.

The White-Evans Manufacturing Company of Bloomington, Ill., has been incorporated, with a capital of \$30,000, by J. F. White, B. F. Evans and E. M. Hoblit. It will engage in the manufacture of the Little Giant Wagon Dump and Elevator and other specialties heretofore manufactured by J. F. White & Co., Racine, Wis., now merged with the new corporation.

On the night of July 28 the shops of the B. S. Constant Company at Bloomington, Ill., had a narrow escape from destruction by fire. They are located on the fourth floor of a five-story brick building and their loss resulted principally from smoke and water, the damage being confined largely to the office. Their books were saved and after replacing their main driving belt they were soon in full running order again.

The Whitman Manufacturing Company, Garwood, N. J., have moved into their new factory, which has doubled the capacity of the former shops and is equipped with considerable new and improved machinery. The buildings are of brick and of the latest approved construction for foundry and machine purposes. The general demand for the B. & C. Friction Clutch for line shaft work and the B. & C. Friction Clutch Pulley for gas engines, of which the Whitman Manufacturing Company are

the sole manufacturers, has shown for some time past the necessity for larger quarters, and the new factory was erected to afford the required accommodations, which it will do admirably.

On 'Change is the title of an exceptionally neat little vest pocket book issued by Rosenbaum Brothers, 77 Board of Trade, Chicago. It is devoted to market methods in grain and provisions and is a first-rate hand-book for the amateur trader. In the rear are several pages arranged for memoranda of purchases and sales. The little book is well worth asking for.

S. H. Tromanhauser of Minneapolis, Minn., reports great success with the style of brick elevator which he has been building in the Northwest. In addition the contracts for new houses in Iowa, Minnesota and the Dakotas, he has recently closed a contract for a line of from 10 to 50 houses, of 30,000 bushels capacity each, in Manitoba along the line of the Canadian Northern Railway.

We have received from A. T. Ferrell & Co., Saginaw, Mich., a copy of Catalog No. 13 of the Clipper Grain, Seed and Bean Cleaners. Besides a long list of recent sales in the United States they report that the Steele-Briggs Company of Toronto, Ont., will put in a duplicate of the Clipper Traveling Brush Cleaner installed last season. They also report that Charles Sharpe & Co., Sleaford, Eng., have recently placed a No. 9 Brush and Dustless Clipper Cleaner in their seed establishment.

An attractively printed booklet just received from Sprout, Waldron & Co. of Muncy, Pa., is labeled "1902 Facts Relating to the Monarch Attrition Grinding Mills." It contains testimonials from some 140 users of these mills, arranged by states. These letters contain facts, figures and experiences that ought to be decidedly interesting to prospective purchasers of feed grinding mills. The Chicago agency for these mills is the Monarch Mill & Supply Company, 68 and 70 South Canal street.

The Burrell Manufacturing Company has outgrown its plant at 471 West Twenty-second street, Chicago, and expects after September 1 to be located in its new factory at Bradley, Ill., to which place it is now moving. The company's new building at Bradley is a brick structure, with foundry, and has a total of 6,500 square feet of floor space. It is located in 2½ acres of ground, giving ample room for future enlargements. One of the first improvements will be a new foundry, on which work will be commenced as soon as the company has completed moving. At the present time the company has a force of men at work on their special elevator machines both at Bradley and at the plant on Twenty-second street, as their numerous contracts will not allow any cessation of business while moving.

We have received from Geo. M. Moulton & Co., Fisher Building, Chicago, a handsome book, 9x11 inches, containing about 100 pages, and bound in heavy green cloth covers stamped in silver. This volume presents in an attractive and well arranged form an illustrated and descriptive record of some of the most important work executed by this firm of architects, engineers and grain elevator builders during its business career of more than thirty years. While expressing its belief that the day of the wooden elevator is past, the firm declares its preparedness to occupy the same high position in fire-proof construction in the future that this book shows it has occupied in elevator building in the past. This volume, while reflecting great credit on Messrs. Geo. M. Moulton & Co., will at the same time prove of undoubted value to the man who has to arrange for the designing and execution of similar work.

### MORE ELEVATORS AT DULUTH.

McCarthy Bros. and McKinley & Nichols contemplate erecting tile elevators on Rice's Point, Duluth. The two houses will be of about the same size and style, each to have a capacity of 1,500,000 bushels. The foundations only will be put in this season, and both houses will be ready to handle the crop of 1903.

### THE OATS CORNER.

With the collapse of the corn raid on July 15 oats came prominently into view, and for the remainder of July absorbed the attention of traders. As with corn, so with oats, the conditions were ripe for a bull raid, the stocks being low and contract grain scarce in the country and very difficult to market at track owing to the wet weather. The market may be said to have in part cornered itself, so that the price advanced rapidly during the month to 72 cents on Friday, July 25, the record price for many years.

Naturally the shorts were desperate and resorted to the ineffective movement attempted before the collapse of the corn raid of an appeal to the directors to fix a marginal price. This, after a hearing, the directors granted, the marginal limit for July delivery being put at 45 cents.

This decision was made necessary by the firms of Fratt & Buckley and Wright & Taylor, the one calling margins and the other refusing to respond on the ground the price was artificial. Robert Thorburn became a party to the application by filing a complaint that Patten was violating the statute against cornering a market.

On the hearing H. D. Wetmore, W. O. Mumford, Clarence Cole and W. J. Taylor testified that, for shipping purposes, oats were worth less than 40 cents. Mr. Thorburn read a statement in which he had incorporated the statute of the state, prohibiting the cornering of a market. F. P. Frazier and James A. Patten made statements to show the oats price was a natural one, but Mr. Thorburn, in cross-examining Mr. Patten, gained from him the admission he had bought oats in Chicago for 70 cents and on the same day had sold oats in Boston that had netted only 53 cents at Chicago. The directors prohibited any reference to any subject except the commercial value of oats. The reference by Mr. Thorburn to the illegality of attempts at corners were ruled out.

After the evidence had been heard addresses were made by H. C. Avery, representing the applicants for a "marginal price," and by Messrs. Patten and Frazier in their own behalf.

This is the first time since 1884 that the directors have forced a marginal price. At that time a corn corner was being run by Boyden & Co., and Lamson Bros. appealed for a marginal price. The price was made and subsequently contested in the courts. It resulted in the breaking up of the corner and in establishing the legal right of the Board to fix a marginal price for delivery.

Zahm & Co., Toledo, on August 1 unloaded the largest car of wheat on record—1,750 bushels.

Peoria's first car of new oats arrived on July 16 to Warren & Co. They were white and of very good quality. No price was quoted on them.

Exports of wheat from the Pacific Coast from January 1 to July 30 exceeded 2,000,000 bushels, or double the amount shipped in any previous season.

The arithmetician of the Railway Age figures that a corn crop of 2,500,000,000 bushels would mean 70,000,000 tons, or 2,333,334 carloads of 30 tons each, or 46,666 trains of 50 cars each, if all were carried to market by rail.

Grading during a corner is an uncertain quantity. For instance, Norton prior to the July corner, shipped a cargo of old corn to Boston, but when the price began to soar, he had it returned to this city, taking the precaution to have it cleaned and aired before starting Westward. On arrival it graded No. 3.

A Central California barley ranch claims the largest harvester in the world: a traction engine of 60 horse power, a header cutting 36 feet wide and a thresher run by a separate engine, all in one machine. Its average speed is 3½ miles an hour, or 100 acres per day, with eight men. Half a minute after the machine starts, threshed grain begins to run into the sacks. A somewhat similar machine of smaller size has been at work in Washington wheat fields.



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Aug. 9, 1902, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oat, bu.	Rye, bu.	Barley, bu.
Baltimore	1,073,000	27,000	19,000	5,000	
Boston	421,000	23,000	7,000		
Buffalo	736,000	218,000	71,000	2,000	9,000
do. afloat					
Chicago	2,300,000	4,574,000	810,000	173,000	
do. afloat					
Detroit	311,000	3,000	6,000	14,000	
do. afloat					
Duluth	1,537,000	1,000		3,000	55,000
do. afloat					
Fort Williams	262,000				
do. afloat					
Galveston	1,134,000				
do. afloat					
Indianapolis	687,000	64,000	13,000		
Kansas City	718,000	31,000	115,000		
Milwaukee	32,000	2,000	1,000		
do. afloat					
Minneapolis	3,720,000	3,000	10,000	11,000	12,000
Montreal	119,000	51,000	79,000	3,000	3,000
New Orleans	83,000	6,000			
do. afloat					
New York	351,000	152,000	19,000	13,000	10,000
do. afloat					
Peoria	590,000	24,000	119,000	35,000	
Philadelphia	608,000	2,000	20,000		
Port Arthur	95,000				
do. afloat					
St. Louis	3,316,000	366,000	8,000	7,000	
do. afloat					
Toledo	898,000	129,000	135,000	31,000	
do. afloat					
Toronto	12,000		10,000		
On Canal	422,000	26,000			
On Lakes	1,193,000	121,000	116,000		
On Miss. Riv.	160,000		28,000		
Grand Total	21,773,000	6,156,000	1,616,000	297,000	89,000
( ) responding late 1901	28,219,000	13,296,000	4,152,000	732,000	320,000
Weekly Dec.	199,000	1,125,000	733,000		46,000

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets, during the five weeks ending August 4, for the last two years, according to the Cincinnati Price Current, were as follows:

	1902.	1901.
St. Louis	6,492,000	6,214,000
Toledo	2,624,000	1,460,000
Detroit	370,000	321,000
Kansas City	4,207,000	5,092,000
Winter	13,693,000	13,087,000
Chicago	1,389,000	7,570,000
Milwaukee	321,000	574,000
Minneapolis	5,717,000	4,787,000
Duluth	1,318,000	1,455,000
Spring	11,745,000	14,356,000
Total bus., 5 weeks	25,438,000	27,473,000

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending August 12, has been as follows:

JULY.	NO. 2* R.W. WH.	NO. 1* SP. WH.	CORN. NO. 2	NO. 2 OATS.	NO. 2 RYE.	NO. S. W. FLAXSEED
13.	76 7/8	75 1/2	76 1/2	80 80	19 1/2	50 61 61
14.	74 1/2	74 1/2	75 1/2	85 1/2	18 1/2	49 1/2
15.	71 1/2	71 1/2	74 1/2	85 1/2	18 1/2	60 63
16.	71 1/2	71 1/2	74 1/2	85 1/2	18 1/2	60 63
17.	75 1/2	75 1/2	74 1/2	85 1/2	18 1/2	60 63
18.	77 1/2	77 1/2	76 1/2	85 1/2	18 1/2	60 63
19.	77 1/2	78 1/2	77 1/2	85 1/2	18 1/2	60 63
20.	77 1/2	77 1/2	76 1/2	85 1/2	18 1/2	60 63
21.	77 1/2	77 1/2	76 1/2	85 1/2	18 1/2	60 63
22.	77 1/2	77 1/2	76 1/2	85 1/2	18 1/2	60 63
23.	78 7/8	78 7/8	77 1/2	85 1/2	18 1/2	60 63
24.	78 7/8	78 7/8	77 1/2	85 1/2	18 1/2	60 63
25.	76 1/2	76 1/2	76 1/2	85 1/2	18 1/2	60 63
26.	74 1/2	76 1/2	74 1/2	85 1/2	18 1/2	60 63
27.	73 1/2	75 1/2	73 1/2	85 1/2	18 1/2	60 63
28.	72 1/2	73 1/2	74 1/2	85 1/2	18 1/2	60 63
29.	73 1/2	75 1/2	73 1/2	85 1/2	18 1/2	60 63
30.	71 1/2	71 1/2	71 1/2	85 1/2	18 1/2	60 63
31.	71 1/2	71 1/2	71 1/2	85 1/2	18 1/2	60 63
August—	70 1/2	71 1/2	72 1/2	85 1/2	18 1/2	60 63
1.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
2.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
3.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
4.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
5.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
6.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
7.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
8.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
9.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
10.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
11.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63
12.	70 1/2	70 1/2	73 1/2	85 1/2	18 1/2	60 63

\*Nominal price.

During the week ending July 18 Prime Contract Timothy seed sold at \$5.75 per cental; Prime Contract Clover seed at \$8.25@8.35; Hungarian at \$1.25@1.50; German Millet at \$1.25@2.00; Buckwheat at \$2.00@2.20 per 100 lbs.

During the week ending July 25 Prime Contract Timothy Seed sold at \$5.75 per cental; Prime Contract Clover Seed at \$8.35@8.40; Hungarian at \$1.25

@1.50; German Millet at \$1.25@2.00; Buckwheat at \$2.00@2.20 per 100 lbs.

During the week ending August 1 Prime Contract Timothy sold at \$5.35@5.75 per cental; Prime Contract Clover Seed at \$8.35@8.40; Hungarian at \$1.25@1.50; German Millet at \$1.25@2.00; Buckwheat at \$2.00@2.20 per 100 lbs.

During the week ending August 8 Prime Contract Timothy Seed sold at \$5.00@5.35 per cental; Prime Contract Clover Seed at \$8.35@8.50.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of July, 1902.

**BALTIMORE**—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels.....	2,587,198	1,123,885	1,318,126	2,187,734
Corn, bushels.....	179,031	519,617	11,520	1,610,238
Oats, bushels.....	127,380	110,900	1,600	573,949
Barley, bushels.....				
Rye, bushels.....	9,453	29,644		25,714
Timothy Seed, bushels.....	1,226	1,402		
Clover Seed, bushels.....	83	507		
Hay, tons.....	2,484	3,809	1,106	1,831
Flour, bbls.....	250,213	331,760	243,217	283,645

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Wheat, bushels	332,031	1,761,172	932,511	2,361,850
Corn, bushels	38,490	131,331	20,951	782,198
Oats, bushels	191,227	756,825	1,315	465,099
Barley, bushels				
Rye, bushels	715	17,740		27,231
Hay, tons	21,930	13,550		
Hay, bales			*11,385	17,158
Flour, bbls	150,567	231,021	61,875	113,085

\* About 11 bales to ton.

\*About 11 bales to ton.

**BUFFALO**—Reported by F. Howard Mason, secretary of the Merchants Exchange. Shipments by canal only.

Wheat, bushels	3,295,108	7,918,035	4,716,201	2,520,500
Corn, bushels	3,551,575	2,755,624	129,177	885,258
Oats, bushels	1,673,628	3,370,907	1,132,210	2,150,235
Barley, bushels	27,570	55,000	329,736	170,048
Rye, bushels	347,293	275,920	231,258	314,161
Other Grass Seed, lbs	21,032	6,280		
Flax Seed, bushels	138,064	125,155		
Flour, bbls.	1,244,348	1,441,159		30

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Wheat, bushels	3,781,903	6,631,098	1,797,681	6,307,764
Corn, bushels	6,604,994	6,397,052	5,244,166	3,335,597
Oats, bushels	6,401,986	4,840,076	3,983,199	6,413,663
Barley, bushels	191,275	164,250	38,684	59,836
Rye, bushels	141,288	156,204	40,455	114,350
Timothy S ed. lbs	41,800	931,485	146,190	751,419
Clover Seed, bs.	7,930	79,495	62,275	121
Other Grass Seed, lbs.	252,810	231,800	982,656	810,972
Flax Seed, bushels	50,525	138,023	25,489	3,051
Broom Corn, lbs	1,800,900	3,165,930	685,912	2,224,990
Hay, tons	12,405	12,648	832	367
Flour, bbls.	393,680	741,727	284,582	477,431

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Wheat, bushels	348,591	194,291	240,416	99,699
Corn, bushels	418,042	452,270	113,100	197,926
Oats, bushels	339,709	307,171	12,385	82,664
Barley, bushels	1,111	1,851	253	187
Rye, bushels	11,341	31,353	456	7,673
Timothy Seed, bags	739	2	1,039	307
Clover Seed, bags	955	74	856	151
Other Grass Seed, bags	3,617	1,235	1,969	1,448
Hay, tons	6,552	4,562	3,770	3,562
Flour, bbls.	120,352	190,061	111,560	155,505

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Wheat, bushels.....	488,189	509,009	60,638	158,069
Corn, bushels.....	317,873	390,003	160,289	277,130
Oats, bushels.....	408,377	434,655	138,691	303,223
Hay, tons.....	2,790	5,873	319	36
Flour, bbls.....	84,520	37,090	13,280	17,410

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Wheat, bushels	361,020	288,905	38,961	37,541
Corn, bushels	139,197	154,679	2,356	79,830
Oats, bushels	351,671	267,467	1,186	11,567
Barley, bushels		10,900		
Rye, bushels	2,424	15,877	1,936	
Flour, bbls	32,000	39,100	23,600	25,100

**DULUTH**—Reported by S. A. Kemp, secretary of the Board of Trade.

Wheat, bushels	1,302,611	1,382,802	2,961,793	2,908,930
Corn, bushels		54,833	35,125	781,867
Oats, bushels		14,553		573,350
Barley, bushels	1,327		2,626	
Rye, bushels	7,165	15,829	19,502	113,393
Flax Seed, bushels	135,025	81,091	126,621	130,591
Flour, bbls	771,585	657,120	741,745	692,590

**GALVESTON**—Reported by C. McD. Robinson, secretary of the Cotton Exchange and Board of Trade.

Wheat, bushels .....	696,630	1,836,334
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**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels	3,781,800	1,532,000	1,569,000	3,032,800
Corn, bushels	811,100	1,074,750	531,110	891,750
Oats, bushels	1,238,000	435,600	628,800	332,400
Barley, bushels	5,000	1,600	2,000	
Rye, bushels	10,000	22,750	12,800	15,600
Flax Seed, bushels		25,500		12,000
Hay, tons	13,060	11,770	4,980	1,270
Flour, bbls.			83,100	69,000

**MILWAUKEE**—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Wheat, bushels	263,200	538,000	97,810	218,610
Corn, bushels	121,320	358,150	207,515	571,430
Oats, bushels	556,400	205,100	534,080	616,280
Barley, bushels	118,750	126,350	62,660	55,116
Rye, bushels	22,000	12,100	92,110	56,400
Timothy Seed lbs				30,100
Flax Seed, bushels	1,150	2,300		
Hay, tons	982	1,680	167	603
Flour, bbls	366,120	351,670	383,176	386,003



## ELEVATOR AND GRAIN NEWS

### ILLINOIS.

Ed Terrill has engaged in buying grain at Colchester, Ill.

New & Murray will soon erect an elevator at Tomlinson, Ill.

R. G. Parvin is now buying and shipping grain at Marietta, Ill.

Morrison & Grindley are building an elevator at Claytonville, Ill.

Frank Supple is erecting a 40,000-bushel elevator at Twin Grove, Ill.

William Murray is erecting a fine modern elevator at Savoy, Ill.

The Zorn Grain Company are remodeling their elevator at Lilly, Ill.

Mallett & Code of Bradford, Ill., are building a 15,000-bushel elevator.

The Neola Elevator Company has completed an elevator at Meriden, Ill.

N. B. Vlaudon & Son are erecting a 40,000-bushel elevator at Fairbury, Ill.

J. E. Hawthorne of Bloomington, Ill., will build an elevator at Fullerton.

W. H. Shaw's new elevator at Lyndon, Ill., received its first grain on August 4.

J. W. Eubank has purchased the elevator of C. H. Whitaker & Son at Ellsworth, Ill.

Farmers in the vicinity of Bushton, Ill., are organizing to build an elevator there.

Henry Buchterkirchen will build a grain elevator near his lumber yard at Staunton, Ill.

Darnall & Spencer, McLean, Ill., are making some improvements in their elevator.

T. J. Taylor of Rushville, Ill., has leased from Hiram Graff the grain elevator at Ray.

The Mattoon Elevator Company will erect an elevator at Conlogue, Edgar County, Ill.

James M. Crosby is reported to have discontinued his grain business at Sands, Ill.

It is reported that the C. M. & St. P. Ry. will erect an elevator at North Forreston, Ill.

S. E. Bear has contracted with a Chicago firm for the erection of an elevator at Bearsdale, Ill.

Philip Maus of Mendota, Ill., has repaired the damage recently done to his elevator by fire.

It is reported that a 25,000-bushel elevator will be erected at Prairie City, Ill., in the near future.

George D. Laing, Dixon, Ill., will add a Clipper Brush and Dustless Cleaner to his equipment.

C. G. Messerole will erect a grain elevator at Sterling, Ill., with a capacity of 25,000 bushels.

The recently incorporated Galesville Grain Co. has purchased the Evans Elevator at Galesville, Ill.

B. C. Beach & Co. of Champaign, Ill., are replacing their recently burned elevator with a new one.

Charles Houck of Raymond has purchased the elevator at Harvel, Ill., and will take possession soon.

Funk Bros. Seed Company, Bloomington, Ill., will install a No. 9 Special Clipper Cleaner in their seed-house.

The Crescent Grain Co. has rebuilt its elevator at Covel, Ill., which was partially destroyed by a storm.

Work is being pushed on the new Kauffman mill and elevator at the railroad junction at Mt. Carmel, Ill.

Yung & Brandt have succeeded the firm of Wahls & Yung at Peotone, Ill., Fred Wahls having sold his interest.

The Costello-Weiser Grain Company, Stonington, Ill., has been incorporated with a capital of \$9,000 by Thomas Costello, Fred W. Weiser and F. M. Pratt.

John Langstaff, trustee for the Benson & Bradford elevator at Colfax, Ill., has sold the elevator to Colbert Ward. The consideration was \$8,500. The elevator has been closed since Mr. Langstaff took

charge of it, some time ago. Mr. Ward is a well-known farmer south of Colfax.

C. B. Adams of Harvel, Ill., has purchased L. O. Hayward's elevator at Medora, Ill.

The wind-wrecked elevator of Brooks & Harrison at Sanford, Ill., is being torn down and a new one erected.

James Riordon and Bert Pfundstein have bought the elevator and coal business of R. Y. Breed at Erie, Ill.

H. W. Buckbee, Rockford, Ill., will add a special Clipper Cleaner with traveling brushes to his seed establishment.

Petersen & Tutt are preparing to erect a 20,000-bushel elevator, together with a new flour mill, at Charleston, Ill.

William Hasenwinkle has sold his elevator at Hudson, Ill., to his brother, Henry Hasenwinkle of St. Paul, Minn.

The Wheatland Elevator Company, a co-operative concern, has sold its elevator at Normantown, Ill., to Kersten & Smiley.

Spang & Austin's new 100,000-bushel elevator at Georgetown, Ill., has been completed and began operating on August 5.

Carrington, Patten & Co. of Chicago have purchased Frank Bishop's elevator at Monarch, Ill., and are now remodeling it.

The Galesville Grain Company, Galesville, Ill., has been incorporated with a capital of \$10,000 to deal in grain, coal and salt.

Shaw, Garner & Co. of Rockport, Ill., are building an elevator for handling corn, installing a shell-er and 20-horse power engine.

George W. Hoffman's elevator at Edwardsville, Ill., formerly the property of the F. M. B. A., was sold at public auction last month.

Nicholas Bintz of Nokomis, Ill., recently sold his elevator interest to his partner, Henry Bender. He then purchased the elevator of John Carstens.

Titus Bros. of Steward, Ill., have sold their elevator in the eastern part of town to a Chicago company, but will continue to operate their west elevator.

The McDowell Farmers Elevator Company has been incorporated with a capital of \$2,500 for the purpose of building and operating an elevator at McDowell, Ill.

Faith & Dewin of Warrensburg, Ill., are arranging for the rebuilding of their recently burned elevator. The new one will probably be of 20,000-bushels capacity.

C. A. Davis has sold his grain elevator at Lovington, Ill., to J. Crawford & Son of Champaign, who took immediate possession. Mr. Davis retains his elevator at Cushman.

The Albert Dickinson Company of Chicago have just placed in their mammoth seed-cleaning establishment an outfit of 23 traveling brush Clipper Cleaners for handling seeds.

The Burks Grain & Elevator Company, Decatur, Ill., has purchased G. S. Paugh's elevator at Galesville, Ill., while J. F. Roadman has purchased the Paugh elevator at Lodge, Ill.

Gulshen & Craven of Odell, Ill., are installing two of the B. S. Constant Co.'s elevator dumps and making other improvements. C. B. Beebe of Bloomington is doing the work for them.

Quigg, Railsback & Co., Minier, Ill., have torn down their east elevator, known for the past thirty years as the "Johnston elevator," and will erect a modern elevator, with a capacity of 40,000 bushels.

The Brisbane Elevator Company, Chicago, has been incorporated with a capital stock of \$4,000, to deal in grain and provisions. The incorporators are John M. Bryant, Jr., Edward J. Mosser and F. Heiss.

John Murphy, an old-time grain dealer at Sycamore, Ill., has added to his elevator holdings by purchasing of L. Schumaker the elevator and grain business at Esmond, Ill., on the Great Western Railway.

The Sidell Grain & Elevator Company of Sidell, Ill., is building a 250,000-bushel transfer elevator at Mt. Vernon, Ill. The Seckner Company of Chicago has the contract. There will be two stands of elevators, each having a capacity of 2,000 bushels per hour.

The Northwestern Elevator Co. will remodel and practically rebuild their elevator at the foot of Locust street, Sterling, Ill. A new engine, three corn shellers and two grain-cleaning machines will be installed. The elevator will be used as a shell- ing, cleaning and transfer house, and will be in

charge of H. E. Shugart of Peoria. This company will also erect a 20,000-bushel house at Nelson, Ill.

Vilm Bros. have completed a 60,000-bushel elevator in connection with their Phoenix Mills at Anna, Ill. The machinery is operated by a 22-horsepower Fairbanks-Morse Gasoline Engine.

Gustavus Kersten, who has been with Rosenbaum Brothers of Chicago for the past twenty years, has purchased the Wheatland Elevator Company's line of elevators and is operating them with headquarters at Plainfield, Ill.

The elevator at Normantown, Ill., purchased two or three years ago by a syndicate of farmers, has been merged into the business managed by Kersten & Smiley. This makes three elevators under the one management, they being located at Plainfield, Normantown and Wolf's Crossing.

R. G. Risser's new elevator, now being constructed at Tucker, Ill., to take the place of the one destroyed by fire in June will be of 65,000 bushels' capacity, this making it nearly twice as large as the former house. It will have all the modern improvements and is expected to be completed by August 15.

### CENTRAL.

C. N. Adlard expects to build an elevator at Russia, Ohio.

Marion Million has completed an elevator at Logansport, Ind.

C. E. Young of Delphos, Ohio, will erect a grain elevator at Landeck.

Samuel Rudy has just completed a 20,000-bushel elevator at Covington, Ohio.

Biles & Johnson are building an addition to their elevator at Silverwood, Mich.

Wilbert Hawkins has sold his elevator at Williamsport, Ind., to O. W. Bishop.

Feldman & Davis continue the grain business of J. H. Feldman at St. Henrys, Ohio.

Ensley & Bellaire are building an addition to their bean elevator at Oxford, Mich.

Hauss & Bilter have succeeded Jacobs & Bilter in the grain business at Wapakoneta, Ohio.

Wire, Welsh & Co., New Middletown, Ohio, are building a grain elevator and warehouse.

Willis H. Hodge has leased and is now operating the Farmers' Elevator at Mechanicsburg, Ohio.

Jossman & Allen, Leonard, Mich., are placing in their elevator a No. 9 Special Clipper Cleaner.

Niezer & Co., Monroeville, Ind., are adding to their outfit a Special Traveling Brush Clipper Cleaner.

W. W. Stewart has sold his interest in the new elevator at Maplewood, Ohio, to John W. Sherer.

J. E. Allton has sold his elevator interests at Swanders, Ohio, to his brother, William L. Allton.

Hobart, Bowlus & Co. of Pemberville, Ohio, will replace their recently burned elevator with a larger one.

The J. T. Draper Company has succeeded to the elevator business of Draper & Hogue at Fritchton, Ind.

J. F. Cartwright & Co., Davison, Mich., are adding a large new Clipper Bean Cleaner to their equipment.

B. B. Sutphin Company, Allegan, Mich., are putting in a No. 7 Brush Clipper Cleaner for seeds and beans.

I. F. Beard & Co., Huntington, Ind., recently added a large Special Clipper Cleaner to their elevator.

Urmston & Son of Frankton, Ind., have opened their elevator at Dundee with Walter Wilhelm in charge.

The elevators at McComb, Ohio, owned by Em-mick & Co. of Toledo, are being remodeled and repaired.

The Brown City Grain Company, Brown City, Mich., has been incorporated with a capital stock of \$30,000.

J. Chas. McCullough of Cincinnati, Ohio, will install another large Special Clipper Cleaner in his seedhouse.

Kinsey Bros. recently purchased the elevator at Silver Lake, Ind., and have made some improvements on it.

Ovid Elevator Company, Ovid, Mich., is putting in a new No. 9 Traveling Brush Bean Cleaner of the Clipper make.

The Hall Bros., Nichols & Dutcher Company of Owosso, Mich., has been incorporated with a paid-in capital of \$21,000. They will do a wholesale busi-



ness in grain, coal and groceries. They will operate an elevator at Kerby.

The old Hyatt Mill at Tiffin, Ohio, is being converted into a grain elevator by H. E. Rhoades and Walter Trumpler.

W. A. Alban, Belleville, Mich., has added to his equipment a No. 9 Roll and Brush Clipper Cleaner for handling beans.

A. L. Nichols, Owosso, Mich., has sold his elevator to R. N. Parshall, who will operate it in connection with his mill.

The Bickle Elevator Company, Sanilac Center, Mich., are adding two No. 9 Special Clipper Cleaners to their equipment.

Jacob D. Rich is building an elevator at Julian, Ind., but will handle the business from his headquarters at Brook, Ind.

Michigan Milling Company, Allegan, Mich., are equipping their warehouse with a No. 9 Roll and Brush Clipper Cleaner.

John Geron and E. T. Woodcock of Urbana, Ohio, are completing a large elevator on the Big Four just south of Bowlsville.

J. P. Wood & Co., Chelsea, Mich., are placing a No. 9 Special Clipper Cleaner, with brushes and rolls for handling beans.

S. W. Flower & Co. of Toledo, Ohio, are putting in a duplicate of the No. 9 Brush and Dustless Clipper Cleaner installed two years ago.

M. J. Lee of Kempton, Ind., is installing two of the Constant Platform Wagon Dumps in his fine new elevator. H. S. Boothe is doing the work.

J. P. Burroughs & Son, Flint, Mich., have added a No. 9 Roll and Traveling Brush Clipper Cleaner to their fine cleaning house for handling beans.

S. S. Bosserman has purchased the Lorig & Weber Milling Company's elevator at La Porte, Ind., and will therefore not build there as contemplated.

Joseph A. Bridge of Hedrick, Ind., is installing three of Constant's Platform Wagon Dumps and one of their Patent Grain Feeders, using 200 feet of chain.

Case Bros. of Greenfield, Ohio, have placed their order with the B. S. Constant Co. of Bloomington, Ill., for one of their double shoe No. 6 combined cleaners.

The new C. H. & D. Elevator B. recently completed, adds half a million bushels to the storage capacity at Toledo. Its receipts have been made "regular."

H. M. Crites and C. E. Newton have formed a partnership at Circleville, Ohio, and leased A. C. Bell's elevator and mill. They will deal in grain and grind meal and feed.

J. F. Bales has purchased a half interest in the Ashbrook elevator at Circleville, Ohio, which has recently been rebuilt, and is now a fine modern plant. The firm is now Bales & Ashbrook.

The Leonidas Elevator Company, Leonidas, Mich., have sold their elevator to Smith & Glime, of Goshen, Ind., who have also purchased other elevators along the Battle Creek division of the M. C. R. R.

At the recent annual meeting of the stockholders of the Marion Milling & Grain Company, Marion, Ohio, the business was reported to be in a prosperous and satisfactory condition and a dividend of 6 per cent was declared.

The Seckner Company of Chicago are making plans for a new elevator for Walter A. Bunting and W. J. Thomas at Schoolcraft, Mich. It will take the place of the elevator burned July 18. The firm carried insurance on building of \$1,660; on stock \$1,000, and on coal \$700.

Rockafellow Grain Company of Carson City, Mich., have recently contracted for three No. 9 Special Clipper Cleaners, with rolls, traveling brushes and dustless attachment, with special air controller. These machines are to be used in the different elevators belonging to this firm.

Studebaker, Sale & Co., of Bluffton, Ind., are now doing business in a fine new elevator at Van Buren, Ind., under the local management of Geo. J. Tribolet. The elevator is 58x36 feet, 52 feet high. There are ten storage bins, one weighing bin and a corn crib 20x24 feet. The machinery is operated by a 16-horse power Fairbanks Gas Engine. Lumber, fuel, etc., will also be handled.

The new storage elevator which the Barnett & Record Company are building at Terre Haute, Ind., for Bartlett, Kuhn & Co., is 280 feet long, 40 feet wide and 100 feet high. It is of frame construction, covered with corrugated iron, and has a brick fire wall separating it from the old elevator. The only openings into this house are by an overhead bridge, through which the grain will be conveyed to the

top of bins, and a tunnel through which the grain will be withdrawn. This will give Bartlett, Kuhn & Co. a storage capacity at Terre Haute of nearly 1,000,000 bushels.

Robert Bell, of Fowler, and Crabbs & Reynolds, of Crawfordsville, have become owners of the Samuel Born Company's grain elevators in Tippecanoe county, Indiana. The purchase included the elevators at Ash Grove and Crane, Tippecanoe county, and the warehouse at Lafayette. The new owners will build a large and modern elevator in Lafayette. They have incorporated as the Crabbs-Reynolds-Bell Grain Company, capital stock \$50,000.

#### WISCONSIN AND MINNESOTA.

M. E. Gross is building an elevator at Richmond, Minn.

The Schmitt elevator at Roscoe, Minn., is being rebuilt.

Hilleboe & Johnson will erect an elevator at Warren, Minn.

Case Bros. are building a 9,000-bushel elevator at Orion, Minn.

The Sleepy Eye Mill Co. are building an elevator at Cobden, Minn.

It is stated that an elevator will soon be erected at Pillager, Minn.

New elevators have been erected at Wycoff and London, Minn.

A. J. Boom of Alto, Wis., has brought the Stanton elevator at Waupun.

F. H. Baldwin has repaired and improved his elevator at Trosky, Minn.

Jones Bros. of Madison, S. D., have purchased an elevator at Arlie, Minn.

D. A. Noble has remodeled and repaired his elevator at Kennedy, Minn.

The Ries Elevator at Ormsby, Minn., has just been thoroughly overhauled.

The Great Western Elevator Company is erecting an elevator at Hitterdal, Minn.

L. L. May & Co. of St. Paul are putting in a No. 29 Double Blast Clipper Cleaner.

Chris Daniels is building an elevator and produce warehouse at Suring, Wis.

The recently burned Northwestern elevator at Norcross, Minn., is being rebuilt.

The New Richmond Roller Mills Co. are building a grain elevator at Clear Lake, Wis.

C. R. Strathern has purchased the St. Paul grain warehouse at Rich Valley, Minn.

The Spencer Grain Company is remodeling its elevator at Blooming Prairie, Minn.

The Farmers' Elevator Company, Fulda, Minn., has installed a large gasoline engine.

W. A. Morgan has engaged in the elevator and implement business at Weyborn, Minn.

The Interstate Grain Co. will convert its warehouse at Delhi, Minn., into an elevator.

The Spencer Grain Company is replacing its recently burned elevator at Glencoe, Minn.

The Sheffield Elevator at Northfield, Minn., is being remodeled and a dump scale installed.

The Thorpe elevator at Osakis, Minn., is being overhauled and a new dump scale put in.

The Red River Milling Co. is increasing the capacity of its elevator at Fergus Falls, Minn.

W. W. Parks' elevator at Edgerton, Minn., has been remodelled and the capacity increased.

The third new elevator for Le Sueur, Minn., will be erected by H. M. Babcock of Northfield.

Hubert Bros. of Mountain Lake, Minn., have purchased C. H. Reipke's elevator at Windom.

The Sheffield elevator at Northfield, Minn., is being remodeled and a new dump scale put in.

The Interstate Grain Company are converting their warehouse at Delhi, Minn., into an elevator.

The Minneapolis & Northern Elevator Company is improving its property at Sank Center, Minn.

Teweles & Brandeis, Sturgeon Bay, Wis., are putting in a No. 7 Clipper Cleaner for handling seeds.

The Miller Elevator at Hutchinson, Minn., is being torn down and replaced with a modern one.

The Columbia Elevator Company has purchased the Quirk Milling Company's elevator at Belview, Minn.

The Robinson Elevator Co. has been incorporated with a capital of \$50,000, by Albert A. Robinson of Cavalier, N. D., C. S. Themelling and C. S. Wilson of Duluth. The company has leased the Zenith Elevator at Duluth, Minn., and will do a regular ele-

vator business as soon as new machinery can be installed.

The S. Y. Hyde Elevator Co. of La Crosse, Wis., are erecting a 30,000-bushel elevator at Cleveland, Minn.

The Osborne-McMillan Elevator at Lintonville, Minn., will be opened about August 15 by M. J. Roelike.

A gasoline engine and other new machinery is being installed in the Farmers' Elevator at Willmar, Minn.

It is reported that Chapin & Co. contemplate the erection of a warehouse at Milwaukee for handling flour, feed, etc.

The Crown Elevator Company are putting in a dump scale and other improvements at their Stewart, Minn., elevator.

The W. W. Cargill Company will build a 20,000-bushel elevator at LaCrosse, Wis., to accommodate their local business.

L. T. Tollefson and I. C. Pickett have formed a partnership at Lanesboro, Minn., and will buy grain and live stock.

The Benson Grain Company have remodeled their elevator at Butterfield, Minn., and placed W. W. Kingsbury in charge.

The Revere Elevator Co. are putting in new dump scales and making other improvements in their elevator at Revere, Minn.

T. Gribben has completed a new elevator at Milroy, Minn., which, it is reported, he has sold to Nelson Bros. of Tracy.

S. H. Tromanhauser, Minneapolis, is building a 30,000-bushel elevator at Superior, Wis., for the Gregory-Jennison Company.

The Peavey Elevator Company has installed a gasoline engine and made other improvements at its elevator at Avoca, Minn.

A. Ferguson of Wells has purchased Babcock Bros. & Campbell's elevator at New Richland, Minn., and took possession August 1.

The Minneapolis & Northern Elevator Co. will erect an elevator at Evansville, Minn., larger and better than the one that burned.

The elevator at Erhard, Minn., has been improved, dump scales put in and a gasoline engine installed in a new engine house.

It is reported that the directors of the Farmers' Elevator Co. of Stewart, Minn., have discovered a shortage of something like \$7,000.

J. S. Nichols has purchased the elevator and warehouses of the defunct St. Paul & Kansas City Grain Company at West Concord, Minn.

The Farmers' Elevator at Elbow Lake, Minn., is closed until the new crop begins to move. In the meantime extensive repairs will be made.

Northrup, King & Co. of Minneapolis will equip their new seedhouse with a complete outfit of five No. 9 Special Brush and Dustless Cleaners.

Alphonse Pierre of Oconto, Wis., has leased the Bassett elevator at Lena. It will be operated under the charge of his brother, Henry Pierre.

The Monarch Elevator Company is remodeling its elevator at Frazee, Minn., and installing a 6-horse power Fairbanks-Morse Gasoline Engine.

The Alliance Elevator & Milling Company's elevator at Sherburn, Minn., is being repaired in preparation for the business of the new crop year.

Jennison Bros. & Co. have installed a 12-horsepower gasoline engine in their elevator at Janesville, Minn., which is in charge of John Willis.

S. H. Tromanhauser of Minneapolis, Minn., is building a 25,000-bushel brick elevator at Sleepy Eye, Minn., for the Sleepy Eye Milling Company.

Christ Thompson and John Smith have leased the elevator at Meridan, Minn., and, after making repairs, Anton Thompson will be installed as buyer.

Bernhard Stern & Sons, millers at Milwaukee, Wis., have contracted with the Barnett & Record Co. for the erection of a 300,000-bushel tank elevator.

The Crown Elevator Co. and the Red Wing Milling Co. will each build an elevator at Le Sueur Center, Minn., on the right-of-way of the C. M. & St. P. Ry.

The Security Elevator Co. have put up a new engine house and installed a gasoline engine and dump scale at their elevator at Boyd, Minn. They are converting the flathouse at Hazel Run into an elevator.

The Washburn-Crosby Company, Minneapolis, Minn., has contracted with the Barnett & Record Company for the erection of four tile tanks having capacity for 500,000 bushels of wheat. The plant will be erected in Southeast Minneapolis adjoining the plant of the St. Anthony Elevator Company, a



corporation closely connected with the milling company. The new plant is to be ready for operation by the middle of November.

The Cargill Elevator at Green Bay, Wis., has been overhauled and cleaned up under direction of Manager Gueinzius in preparation for receiving the new crop.

P. H. White has contracted for the erection of a 10,000-bushel elevator at Credit River, Minn. It will be operated by a gasoline engine. Work on it has already begun.

L. N. Loomis of Minneapolis has a newly completed elevator at Preston, Minn., the work of Contractor L. O. Hickok. It is the most improved elevator in that section.

E. S. Woodworth, Benjamin H. Woodworth and George P. Harding of Minneapolis have incorporated the Concrete Elevator Company, with a capital stock of \$200,000.

J. F. Powers & Son have purchased from the receivers of the St. Paul and Kansas City Grain Company elevators at the following places: Sargent, Renova and Sutton, Minn.

The stockholders of the Farmers' Elevator Company, Buffalo, Minn., are considering the matter of selling out, as a deficit has been shown in the business for the past two years.

The Western Elevator Company of Winona, Minn., will soon operate its new elevator at Clements, Minn., and a new house at Wayburn, Minn. S. H. Tromanhauser was the builder.

The Sleepy Eye Mill Company of Sleepy Eye, Minn., has completed elevators at Milroy, Lucau and Dudley and will erect three others at stations on the new line between Evan and Wabasso.

The S. Y. Hyde Elevator Company has improved its elevator at Grand Meadow, Minn. A dump scale, covered driveway, etc., are among the improvements. C. W. Martin is local manager.

The M. T. Dill Grain Company has replaced the steam plant in its elevator at Prescott, Wis., with a 38-horse power Otto Gasoline Engine. In addition to grain this company handles lumber, brick and ice.

At their recent annual meeting the stockholders of the Farmers' Elevator Company, Hendrum, Minn., decided to continue the operation of their elevator. Chas. Hancock was again chosen as buyer.

T. Mahoney of Wells has purchased the Farmers' Elevator at Stewart, Minn., for \$4,056, and the old company has gone out of existence, the stockholders being glad to pay an assessment and be freed of debt.

The D. Rothschild Grain Company of Davenport, Iowa, is building a new elevator at Trosky, Minn., and also one near that place. The contract for building the elevators was placed with Honstain, Bird & Co.

The Hubbard Milling Company of Mankato has just completed a grain-cleaning house at Kasota, Minn., with a capacity of 40 cars per day. The Peavey Elevator Company will also erect one of the same size.

The S. Y. Hyde Elevator Company of LaCrosse, Wis., are constructing five good-sized elevators on the Southern Minnesota division of the Milwaukee road. They are also building a 30,000-bushel elevator at LeSueur, Minn.

E. A. Brown has commenced the erection of a new elevator at Luverne, Minn., on the site of the old one, which he recently tore down. It will be 24x30 on the ground, 40 feet high, and have a capacity of 20,000 bushels.

The Wm. Dalrymple Company, Minneapolis, Minn., has been incorporated with a capital stock of \$50,000 to do a general grain and commission business. The incorporators are William Dalrymple and Frank Carey of Duluth and Oliver Dalrymple of St. Paul.

Honstain, Bird & Co. are building three new elevators for the Davenport Elevator Company of Davenport, Iowa. One is located at Ward, S. D., one at Hardwick, Minn., and one at a new station near Hardwick. The capacities range from 15,000 to 20,000 bushels.

The Adrian Alliance Mercantile & Elevator Company of Adrian, Minn., held its annual meeting last month. A business of over \$125,000 was transacted at a net profit of about \$1,000, which the stockholders considered as good interest on their investment of \$5,000.

G. T. Honstain, Minneapolis, is building a 50,000-bushel terminal grain elevator in that city for J. F. Zahart. On one side of the house is the Milwaukee & St. Paul railroad and on the other is the Minneapolis & St. Louis railroad. It will be equipped with a No. 9 Monitor receiving separator, No. 9 Monitor oat clipper and a Needle gravity sep-

arator. Later on a 500,000-bushel fireproof addition will be built on the house.

The National Elevator Company's elevator at McIntosh, Minn., formerly the Farmers' elevator, is being repaired and moved back from the railroad track.

The McHugh-Christensen Company, Minneapolis, Minn., has incorporated with a capital stock of \$50,000 and will engage in a general grain business. The incorporators are John G. McHugh, John E. Stair and Samuel J. Austin.

The Eagle Roller Mill Company of New Ulm, Minn., is building a 25,000-bushel grain elevator at LaSalle, Minn. It will be equipped with a 6-horse power Fairbanks Gasoline Engine, Savage & Love Dump and 60-bushel hopper scale. G. T. Honstain has the contract.

The St. John Grain Company, Heron Lake, Minn., has been incorporated with a capital of \$150,000, of which \$80,000 is paid in. They own a number of elevators, have just purchased the Citizens' elevator at Bingham Lake and completed a new elevator at Elmore, Minn.

#### IOWA.

An elevator is being erected at Norway, Iowa.

J. D. Billingsley will erect an elevator at Perkins, Iowa.

Work is in progress on a new elevator at Colo, Iowa.

Pease Bros. are erecting an elevator at Woodward, Iowa.

The Atlas Grain Co. will erect an elevator at Dalton, Iowa.

E. Talbott & Co. are finishing their elevator at Tingley, Iowa.

C. M. Gowdy is remodeling his grain warehouse at Britt, Iowa.

Wm. Senf has purchased Moore Bros.' elevator at Latimer, Iowa.

D. M. Young & Co., Burlington, Iowa, are erecting an elevator.

James W. Hood has sold out his grain business at Bristow, Iowa.

Moore Bros. have overhauled their elevators at St. Benedict, Iowa.

The new elevator at Van Meter, Iowa, is now ready for business.

J. B. Archer has succeeded Rowe & Loman at New Market, Iowa.

The Counselman Elevator at Gilmore City, Iowa, is nearing completion.

The Northern Grain Company will build an elevator at Goldfield, Iowa.

J. R. Graham of Hastings, Iowa, has sold his elevator to A. D. Swisher.

E. W. Ellis is building an addition to his elevator at Grundy Center, Iowa.

The farmers around Sanborn, Iowa, contemplate the erection of an elevator.

The Farmers' Co-operative Society will build an elevator at Klemme, Iowa.

An elevator is being built on the Iowa Central railroad at Martinsburg, Iowa.

J. C. Mahaffey will buy grain at Tingley, Iowa. It is said that he has no elevator.

Culbertson & Son are building an elevator on the Great Western at Carroll, Iowa.

The Northern Grain Company's elevator at Belle Plaine, Iowa, is about completed.

J. J. Mullin of Villisca, Iowa, contemplates erecting an elevator at Holland, Iowa.

Pease Bros. have purchased the St. Paul & Kansas City elevator at Oelwein, Iowa.

The Western Elevator Company are remodeling one of their elevators at Jewell, Iowa.

The elevator of the Wells-Hord Grain Company at Havelock, Iowa, is being remodeled.

The Farmers' Exchange Society has sold out its elevator business at Whittemore, Iowa.

Michael McDonald has withdrawn from the McDonald Grain Company at Bayard, Iowa.

The Neola Elevator Company will build an elevator at Luton, Iowa, and also at Linby, Iowa.

The Interstate Elevator Company's elevator at Holstein, Iowa, has undergone extensive repairs.

Muldown & Grube have succeeded to the grain business of H. Toeter & Co. at Toeterville, Iowa.

The Marshall Elevator Company of Des Moines have made improvements in their elevator at Zearing, Iowa, formerly the Kansas City Grain Com-

pany's property. H. O. Norton & Son are continued as local agents.

The Clinton Grain Company are building a small elevator on the Rock Island tracks at Tipton, Iowa.

O'Connor Bros. of Sumner have purchased St. Paul & Kansas City elevators at Westgate and Boyd, Iowa.

A. E. Cook has purchased an elevator site at Odebolt, Iowa, and will probably build an elevator thereon.

The Atlas Grain Company have torn down their old elevator at Merrill, Iowa, and are building a new one.

Buell & Morse, Hardy, Iowa, are remodeling one of their elevators so as to save labor in loading cars, etc.

Ed Mann of Pierson has purchased an elevator at Calumet, Iowa, and will take up his residence there soon.

The Tri-State Grain Company have built an elevator at Devon, Iowa, where they already had a warehouse.

Jesse Scott, Dexter, Iowa, has placed a No. 9 Seed Cleaner in his elevator for handling clovers and timothy.

The Trans-Mississippi Grain Company has purchased the old St. Paul & Kansas City elevator at Arthur, Iowa.

The Davenport Elevator Company are overhauling their elevator at Larchwood, Iowa, and installing a new engine.

A. D. Hayes has purchased the half interest of A. Totemeier in the Carden & Hemming elevator at New London, Iowa.

F. W. Crane of Coin, Iowa, has sold out to B. C. Ragen, who also owns houses at Elliott, Stennett and Northboro, Iowa.

The Farmers' Elevator Company are completing an elevator at Badger, Iowa, which will be managed by S. Nordskow.

Close & Cooper are completing an elevator at Garner, Iowa, which they will operate with a 6-horse power gasoline engine.

The Great Western Elevator Company are making extensive repairs on their elevator and office at the M. & St. L. depot, Hardy, Iowa.

The Wells-Hord Grain Company are improving their elevator at Eagle Grove, Iowa, and increasing its capacity to 50,000 bushels or more.

The elevator at Fort Atkinson, Iowa, has just been remodeled and enlarged and a gasoline engine and Fairbanks-Morse Dump Scale put in.

The Atlas Grain Co. have built an addition to their elevator at Hinton, Iowa. The Edmonds Elevator at the same place is about completed.

Tucker & Bell are making extensive improvements in their elevator at Geneva, Iowa, while Henry Ibing will erect a new elevator there.

Seeley, Son & Co. of Fremont, Neb., have the contract for erecting a 10,000-bushel elevator at Martinsburg, Iowa, for the Kinsella Grain Company.

C. J. Johnson is erecting an oats bin of 17,000 bushels' capacity in connection with his elevator at Bode, Iowa. He is also putting up a new office.

An addition, 24x60 feet, has been erected at Counselman & Co.'s elevator, Warc, Iowa. Also a large addition to their elevator at Palmer, Iowa.

A 15,000-bushel elevator is being built at River Sioux, Iowa, for the Updike Grain Company. Seeley, Son & Co. of Fremont, Neb., are the contractors.

J. E. Jackson and family have moved from Springville to Cedar Rapids, Iowa, where he is interested in a line of elevators on the C., M. & St. P. Ry.

The Tri-State Elevator Company are building an addition 40x40 feet to their elevator at Green, Iowa, and replacing the old horse power with a gasoline engine.

The McFarlin Grain Company are completing a 30,000-bushel addition to their elevator at Farlin, Iowa. They are also building an addition at Grimes.

The Way-Johnson-Lee Company of Minneapolis have purchased and taken possession of the old St. Paul & Kansas City elevator on the Great Western at New Hampton, Iowa.

Mrs. E. A. Crawford owner of the Central Grain & Fuel Company, has sold her elevator interests at Hedrick, Martinsburg and Nugent, Iowa, to the Kinsella Grain Company of Omaha.

The Nishna Valley Grain Company, with headquarters at Shenandoah, Iowa, has been incorporated with a capital stock of \$250,000. They will buy grain in Iowa and Nebraska. The company



is officered as follows: Charles Schick, president; H. H. Mix, secretary; J. J. Chandler, treasurer.

Cummings Brothers of Nodaway, Iowa, have succeeded W. R. Cummings at that point. The firm has recently joined the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri.

The Garden Grove Elevator Company, recently incorporated at Garden Grove, Iowa, has built a 10,000-bushel grain elevator at that place. S. H. Tromanhauser of Minneapolis was the architect.

S. H. Tromanhauser, Minneapolis, is building a 30,000-bushel grain elevator at Holstein, Iowa; a 15,000-bushel elevator at Edna, Iowa, and a 30,000-bushel elevator at Marcus, Iowa, for the Western Elevator Company.

The Agnew-Nichols Grain & Livestock Company, Waterloo, Iowa, has been incorporated with an authorized capital stock of \$25,000. They are building an elevator at Glasgow, Iowa, and have elevators at Fairbank, Dunkerton and Denver.

Henry Casey, a prosperous farmer living six miles north of Dysart, Iowa, and not on any line of railroad, is building on his farm an elevator with a capacity of 10,000 bushels. He will not only store his own surplus, but will, it is said, buy from his neighbors when he thinks the shipping price too low.

Honstain, Bird & Co., Minneapolis, Minn., are building four new elevators for the Western Elevator Company of Winona, Minn., at McCallsburg, Iowa; Ferold, Iowa; Shipley, Iowa, and Utica, Minn. Each will be equipped with a 6-horse power Fairbanks Gasoline Engine, 500-bushel hopper scale and 4-ton wagon scale.

#### THE DAKOTAS.

An elevator is being built at Amenia, N. D.

An elevator is being erected at Barlow, N. D.

W. C. Schaffer will erect an elevator at Oberon, N. D.

A. L. Foster is erecting an elevator at Souris, N. D.

A new elevator is nearing completion at Conside, N. D.

W. J. Olson, of Sanborn, N. D., will erect an elevator at Leal.

Steele & Erwin have purchased an elevator at Montrose, S. D.

Peter Wild is building a 40,000-bushel elevator at Milton, N. D.

John Gaff has purchased the C. G. Dunn elevator at Farmer, S. D.

F. L. Wheeler is completing a new elevator at Scotland, S. D.

The Farmers' Elevator Company, Milbank, S. D., will build a flax bin.

Winter & Ames of Minneapolis are putting up an elevator at York, N. D.

The Imperial Elevator Company are erecting an elevator at Aneta, N. D.

Sorenson & Sons, Tower City, N. D., will build a 30,000-bushel elevator.

William Welch is putting up a 120,000-bushel elevator at York, N. D.

It is reported that William Welch will erect a large elevator at Kensal.

The Thorpe elevator at Forest River, N. D., is being extensively repaired.

The J. R. Stewart Elevator Co. are erecting an elevator at Des Lacs, N. D.

W. S. Hyde is now ready for business at his new elevator at Hannaford, N. D.

The St. Anthony Elevator Company are building an elevator at Brockett, N. D.

The Empire Elevator Company is erecting an elevator at Garden City, N. D.

A 50,000-bushel elevator is being erected at Minot, N. D., by Mayor Roach.

The farmers are organizing a company to build an elevator at McHenry, N. D.

Van Hemert & Van Lee are erecting a 25,000-bushel elevator at Platte, S. D.

The Heising Elevator Company, Rolla, N. D., will build a 30,000-bushel flax house.

E. E. Arpin of Bradley, S. D., has engaged in the grain business at Cavalier, N. D.

An elevator is being built at Hebron, N. D., by the H. Holst Lumber Company.

G. B. Gayken is advertising for bids on an elevator to be erected at Lennox, S. D.

The Farmers' Elevator Company, Mount Vernon, S. D., has been incorporated by C. H. Grimm, Ed-

ward Brennan, William Field and others, with a capital stock of \$5,000.

Jones Bros. of Madison have purchased the Hart & Manson elevator at Egan, S. D.

The Winnor-Gorgersen Lumber Company will erect an elevator at Strandberg, S. D.

M. F. Swanston of Michigan City, N. D., has begun the erection of an elevator at Niagara.

The Imperial Elevator Co. is having a 30,000-bushel elevator built at Brockett, N. D.

The Empire elevator at Waubay, S. D., is being remodeled. Ed Dilley is local manager.

At Waverly, S. D., the old Pacific Warehouse is being converted into a first-class elevator.

The Duluth Elevator Co. have begun the erection of a 50,000-bushel elevator at Cando, N. D.

C. M. Furbur continues the grain business of the late firm of Furbur & Hay at Britton, S. D.

Jessen & Lange, Mansfield, S. D., are having their warehouse converted into a grain elevator.

The Farmers' Elevator Company has purchased the St. Anthony elevator at Galesburg, N. D.

The Glen Ullin Lumber & Implement Co., Glen Ullin, N. D., will erect another large elevator.

The St. Anthony & Dakota Elevator Company has completed its new elevator at Rugby, N. D.

Albert Durisch & Co. have succeeded to the grain business of Truax & Betts at Alexandria, S. D.

The Slagle Elevator at Centerville, S. D., is being improved under the direction of Agent Blades.

The Farmers' Mill & Grain Co., Milnor, N. D., have decided to enlarge their elevator capacity.

The Minneapolis & Northern Elevator Company has completed a new elevator at Harwood, N. D.

I. W. Cooper has purchased the elevator at Bonilla, S. D., and is putting it in thorough repair.

Larkin & Thompson, Madison, S. D., have purchased an elevator at Summit, in Roberts County.

S. H. Tromanhauser has the contract for a new 25,000-bushel grain elevator for H. D. Gild at Avon, S. D.

It is reported that Feldt, Hornborn & Smith, of Berthold, N. D., will erect an elevator at White Earth.

The S. Y. Hyde Elevator Co. is increasing the capacity of its elevator at Flandreau, S. D., to 50,000 bushels.

The Farmers' Elevator Company at Hope, N. D., contemplates buying an elevator at that point if possible.

Miller & Baker have succeeded the LaRue-Miller Co. in the grain and feed mill business at Devil's Lake, N. D.

The Farmers' Elevator Co., Sisseton, S. D., has been organized and will build or buy an elevator there this fall.

G. T. Honstain is building a 30,000-bushel grain elevator at Dresden, N. D., for the McHugh, Gardner Elevator Company.

The Younglove & Boggess Co. are building a 30,000-bushel elevator at Inkster, S. D., for the Canton Grain Co. of Canton.

The elevator at Fessenden, N. D., in charge of J. A. Mead, is to be remodeled and enlarged and a gasoline engine installed.

The Imperial Elevator Company has built a new engine house and made other improvements on its elevator at Galchutt, N. D.

Honstain, Bird & Co. are building a 40,000-bushel grain elevator at Leeds, N. D., for the St. Anthony & Dakota Elevator Company.

The Powers Elevator Company has purchased the Monarch elevator at Eldridge, N. D. They will also handle lumber and fuel.

The completion of the McCaull-Webster Elevator Co.'s new elevator at Dell Rapids, S. D., will give that town six good elevators.

Stoddard & Ketcham of Madison have purchased an elevator at Butler, S. D. They are also enlarging their elevator at Madison.

The Imperial Elevator Company have purchased the old Lockwood elevator at Rugby, N. D., and are building a large addition to it.

Honstain, Bird & Co. are erecting a 25,000-bushel elevator at Cleveland, N. D., for the Russell-Miller Milling Company of Jamestown.

The new towns on the Milwaukee's extension from Eureka to Linton, S. D., will each have two elevators, to be erected this fall.

C. G. Freys is building a 15,000-bushel grain elevator at Casselman, N. D. It will be equipped with a 4-horse power Fairbanks gasoline engine and 6-ton

dump scale. The contract was placed with Honstain, Bird & Co.

The Farmers' Elevator at Madison, S. D., is erecting a small addition to their elevator to accommodate a new gasoline engine and office.

Shanard & Sons of Bridgewater, S. D., have purchased the Spencer Grain Company's elevators at Menno, Scotland, Tyndall and Springfield.

The Imperial Elevator Co. has engaged J. W. Harvey as agent at Walhalla, N. D., where they recently purchased the O'Connor Elevator.

The Royal and Woodworth elevators at Donnybrook, N. D., are about completed and E. W. Langer will also have one ready for the new crop.

The Osborne & McMillan Elevator Co. are putting up an elevator at Minot, N. D., which town will have two or three new elevators this fall.

William McBurney has bought out the grain elevator business of John Burbeck at Tyndall, S. D. The latter has purchased an elevator at Avon.

The Farmers' Elevator Co., Gardner, N. D., has declared a dividend of 30 per cent. Clark Moore is president and J. G. Miller, secretary and treasurer.

The St. Anthony & Dakota Elevator Company is building a 55,000-bushel grain elevator at Edmore, N. D. Honstain, Bird & Co. have the contract.

The five grain elevators at Devils Lake, N. D., are being moved to new sites about 75 feet distant on account of improvements of the Great Northern railroad.

Edwards, Wood & Co. of Minneapolis have opened a branch office at Hillsboro, N. D., in charge of E. S. Kneeland. They will buy grain on track and in store.

The Farmers' Elevator Company has been organized at Churchs Ferry, N. D., with a paid-up capital of \$7,000. An elevator will doubtless be erected soon.

Huntington & Co.'s elevator at Hudson, S. D., which was blown over by a storm, is being replaced with a new one that will employ a 5-horse power gasoline engine.

The St. Anthony & Dakota Elevator Co. have contracted with Honstain, Bird & Co. for the erection of a 30,000-bushel elevator adjoining their old one at Lidgerwood, N. D.

Following are the new officers of the Farmers' Elevator Company, Portland, N. D.; J. M. Patterson, president; O. H. Olson, vice-president, and L. C. Goperund, secretary-treasurer.

The Powers Elevator Co. are now in possession of the Peavy Elevator at Eldridge, N. D., and as a result Harry Cornwall has retired from his position as buyer after 18 years' service at that station.

The Anchor Grain Co. is building a 40,000 bushel grain elevator at Edmore, N. D. It will be equipped with a 10-horse power Howe Gasoline Engine, 6-ton dump scale and a 150-bushel shipping scale. Honstain, Bird & Co. are the contractors.

#### WESTERN.

W. L. Harris has sold out his grain business at Rocky Ford, Colo.

The Columbia River Forwarding Co. of Seattle is completing a line of warehouses extending from Chelan east to Ephrata.

The Vollmer-Clearwater Grain Co., Lewiston, Idaho, is reported to have bought out the Kendrick Grain Co., Kendrick, Idaho.

Michael Flynn of Missoula, Mont., has been awarded a contract for furnishing a large quantity of oats and hay for Fort Missoula.

J. J. Prendergast has purchased the grain and feed business at Redlands, California, which A. Gregory has conducted for a long time.

The Tacoma Grain Co. has opened a branch office at Walla Walla, Wash., with Archie Balderstone, an experienced wheat buyer, in charge.

H. M. Bangle will erect a large storeroom for a grain and hay business at Redlands, California, and will also build a warehouse outside the fire limits.

The Tacoma Grain Co. is erecting a warehouse at Almira, Wash., as is also the Seattle Warehouse Co. The latter company is also building at Hartline and Govan.

Four large grain warehouses are being erected at Turner, Wash., by as many different companies, who will also build warehouses at Whetstone before grain begins to move this fall.

The Everett Grain and Warehouse Company of Everett, Wash., which was organized several months ago, has awarded the contract for erecting six grain warehouses along the line of the Great Northern in Eastern Washington and Idaho. The



dimensions of the buildings are to be 40x100 feet, and they will be located at Krupp, Lamona, Downs, Edwall, Moscow and Waukon.

The Tacoma Grain Co. has begun work at Tacoma, Wash., on a new grain warehouse 100x110 feet, three stories high. It is being built on the waterfront adjoining the company's new flouring mill.

Galbraith, Bacon & Co. have fine dock facilities at Seattle and, besides their local trade, they have handled a number of large government contracts for grain and hay. Their Alaska trade in these commodities is also very large.

The first sale of new wheat made in the Palouse country this season was on July 25, when R. C. McCroskey sold 15,000 bushels to the Garfield Hardware & Mercantile Co. of Garfield, Wash., for 51 cents per bushel, sacked and to be delivered at the warehouse after harvest.

The Columbia Grain Co., of which W. W. Stephens of Spokane is general manager, is constructing an aerial tramway from the plateau, one mile north and four miles west of Waterville, Wash., to the Columbia River at a point opposite the mouth of the Entiat. The tramway will be 9,200 feet long and will have an elevation of 2,400 feet. Grain and produce will be carried down and coal, lumber, merchandise, etc., carried up. It is expected to have it completed by Oct. 15.

#### EASTERN.

George C. Torbert, Farmer, N. Y., has added another Clipper Bean Cleaner to his outfit.

Robert Fellows has sold his grain business at Unionville, Conn., to George Richards & Co.

C. H. Howard & Co., South Byron, N. Y., will put in a No. 9 Roll and Brush Clipper Bean Cleaner.

Rowe & Kennedy, Canaseraga, N. Y., are adding to their equipment a No. 9 Roll and Brush Clipper Cleaner.

J. B. Malcolm & Co., Marion, N. Y., have added a Special Roll and Brush Clipper Cleaner for handling beans.

Frank P. Jobs of Honeoye Falls, N. Y., has put in a No. 27 Special Brush Clipper Cleaner for handling beans.

Capt. John Spencer has about completed a building at Branford, Conn., for the accommodation of his grain business.

M. J. Jenks has purchased a site at Webster, Mass., on which to erect a three-story building to accommodate his grain business.

Belden & Co. of Geneseo, N. Y., have placed five Clipper Cleaners with rolls and brushes in their different cleaning plants for handling beans.

A very complete system of fire protection is being installed in Grand Trunk Elevators Nos. 2 and 3 at Portland, Me. The total cost will be about \$50,000.

J. S. Whitmore, of Mercersburg, Pa., after being 25 years in the grain business in that town, has sold out to J. A. Witherspoon, Fred Witherspoon and T. W. Walker.

The grain and coal firm of Dodge & Tyler at Hyde Park, Mass., has been dissolved. Mr. Tyler continues at the old stand and Mr. Dodge will open at a new location.

W. H. Kilburn of Portsmouth, N. H., has his grain, feed and flour establishment fitted up with all modern labor-saving appliances. The bins have storage capacity for 8,000 bushels of grain.

#### MISSOURI, KANSAS AND NEBRASKA.

The Cook Mill & Elevator Company, Cook, Neb., has been dissolved.

C. Taylor has been engaged in remodeling his elevator at Pearl, Kan.

The Kansas Grain Company is remodeling its elevator at Aurora, Kan.

The grain firm of A. C. Davis & Co. has moved from Topeka to Kansas City.

The elevator at Bloomfield, Neb., which was burned recently will be rebuilt.

The Western Grain & Storage Company, Wichita, Kan., will discontinue business.

The Crowell Lumber & Grain Co. have remodeled their elevator at Cornlea, Neb.

The R. L. Moore Grain Co., Irving, Kan., has been incorporated with a capital of \$3,000.

E. G. Swayze of Pomona, Kan., has converted the ruins of his mill into a grain elevator.

J. D. Small & Co., corn millers, have purchased the Santa Fe elevator in Atchison, Kansas.

T. T. Jones continues the grain business of the late firm of Jones & Sherman at Pauline, Neb.

The Ewan Grain Company, Kansas City, Mo., has been incorporated by Thos. L. Ewan, Emery J.

Street and Joan M. Flynn. The capital stock is \$50,000, one-half paid in.

Samuelson & Nelson have bought the grain business of Ammon & Son at Hiawatha, Kansas.

The Nebraska Elevator Company's elevator at Valparaiso, Neb., has been extensively repaired.

T. J. & O. R. Durham have purchased the grain and coal business of F. M. Wallace at Udall, Kan.

Joseph Mead has purchased a half interest in the grain firm of J. W. Davis & Co. at Fort Scott, Kan.

The Grisham-Kiddo Milling Company are completing a 10,000-bushel elevator at Coffeyville, Kan.

Wilsey Bros., Wayland, Mo., have purchased the McDermott Elevator and will buy grain, hay, seeds and hogs.

The Crosby-Kopietz-Casey Company, Omaha, Neb., has been incorporated to trade in grain and feed stuffs.

The Kansas City Grain & Seed Company have added a No. 9 Special Clipper Cleaner to their elevator equipment.

It is reported that the Parker Grain Company of Kansas City will erect a 50,000-bushel elevator at Florence, Kansas.

J. L. Stansberger has purchased the elevator at Huron, Kan., from Ed Perdue, who will retire from the grain business.

D. W. Pollock & Son, Powersville, Mo., are adding a Special No. 7 Brush Clipper Cleaner to their elevator equipment.

Seeley, Son & Co. of Fremont are the contractors for a 5,000-bushel elevator at Willow Island, Neb., for Ralston & Fonda.

A farmers' grain and live stock association has been organized at Harper, Kansas, to build a 30,000-bushel elevator at once.

Wm. Hopper is building a 15,000-bushel elevator at Waterloo, Neb. Seeley, Son & Co. of Fremont are the contractors.

The Farmers' Grain Association has been incorporated with a capital stock of \$50,000 to do a grain business at Benedict, Neb.

D. P. Lewis, B. H. Montgomery and S. H. Pitts have incorporated the Metropolitan Grain Company, Kansas City, Mo., with capital of \$5,000.

A. W. Hedge & Co. of Lamar, Mo., have ordered an elevator machinery outfit from the Marseilles Manufacturing Company, Kansas City branch.

F. Barteldes & Co., Lawrence, Kan., are placing in their elevator two No. 9 Special Clipper Cleaners, with Traveling Brushes and Dustless Attachment.

Thomas C. Dick has leased the Missouri Pacific Elevator at McPherson, Kansas, and engaged E. R. Morris to look after the plant while he runs the office.

Kramer Bros. of Wellington have purchased Farney & Hatfield's grain business at Belle Plaine, Kansas. Harry Hatfield has been retained as buyer.

F. P. Van Wickle, Thayer, Neb., is enlarging his several elevators in York county in anticipation of the harvesting of the largest crop in the history of the county.

Thos. B. Hord, Geo. W. Smith and Geo. P. Bissell have incorporated the Hampton Mill & Grain Company at Hampton, Neb., with an authorized capital of \$50,000.

The old elevator on the Union Pacific track at Thirteenth street, Omaha, formerly used by the Omaha Elevator Company, is being torn down by the building inspector. It is about 40x300 feet.

C. Hoffman & Son of Enterprise, Kansas, have purchased from the H. J. Light Grain Co. six elevators located at the following points: Abilene, Solomon, Navarre, Hope, New Cambria and Miltonvale.

F. P. Finger & Sons, Sawyer, Kan., recently ordered an outfit of elevator machinery from the Kansas City branch of the Marseilles Manufacturing Company, as did also the Eagle Milling Company of Newton, Kansas.

#### SOUTHERN.

An elevator and mill are soon to be erected at Thomas, Okla.

Caldwell & Stinson have completed an elevator at Wheatland, Okla.

M. E. Mancy has opened a grain and feed store at Smithville, Texas.

W. H. Newcomb contemplates building an elevator at Woodward, Okla.

The W. W. Scarborough & Henderson Co. of Knoxville, Tenn., has been incorporated with a capital stock of \$25,000 by W. W. Scarborough, C.

W. Henderson, J. L. Karnes, Ben Horne and T. P. Scarborough.

The Henderson Elevator Co. will rebuild its recently burned elevator at Henderson, Ky.

The Gravett Milling Co., Gravett, Ark., will build a grain elevator in connection with their mill.

F. S. Windle, grain dealer at Britton, Texas, is closing out his hardware and lumber business.

The Southern Mill & Grain Co. of Augusta Me., will engage in grain buying at Memphis, Tenn.

W. H. Coyle has sold his mill at Guthrie, Okla., and is devoting his attention to his ten elevators, located in as many different towns.

The Drummond Mill & Elevator Co., Drummond, Okla., has been incorporated, with a capital stock of \$25,000, by F. L. Green of Enid and others.

The Choctaw Elevator Co., Atlanta, Ga., has been incorporated, with a capital stock of \$50,000, by George W. Brooke, T. J. Brooke and Alex. W. Smith.

It is reported that the Illinois Central Railroad will erect a third elevator at New Orleans, but its size and exact location have not been definitely announced.

The Fitzehill Orchard & Grain Co. of Houston, Texas, has been incorporated with a capital stock of \$30,000, by F. W. Mallor, Sam H. Dixon, W. Y. Gardis and others.

The Sturgis Milling & Elevator Co., Sturgis, Ky., has purchased the grain business of McGill Bros. & Nunn at Sullivan. They have also built a warehouse at Wheatcroft.

G. P. Rose & Co. are erecting a large grain elevator at Spruce street and the Nashville Terminal Railroad's tracks at Nashville, Tenn. It is of crib construction sheathed with metal.

The Honey Grove Lumber & Grain Co. has been incorporated at Honey Grove, Texas, with a capital stock of \$20,000. The incorporators named are J. T. Holt, D. E. Taylor and W. C. Scott.

Work on the grain elevator, power house and other improvements on the Southern Pacific pier at Galveston, Texas, goes steadily on, and if no unlooked for interruptions occur the elevator may be ready for business by October 1.

It is reported that the Chicago, Rock Island & Pacific Ry., which recently acquired the Choctaw, Oklahoma and Gulf Ry., will greatly increase and improve the terminal facilities at Memphis, Tenn., including the erection of large grain elevators.

#### CANADIAN.

The Minneapolis Elevator Co. have purchased Mr. Hurt's elevator at Melbourne, Manitoba.

Shaw & Whitlam of Morden, Manitoba, have sold their implement and grain business to C. McKay.

The Lake of the Woods Milling Co. of Winnipeg has completed elevators at Waskada, Weyburn and MacLean and will build two on the new railroad extension from Forrest.

The Pilot Mound Grain Co., a farmer's organization at Pilot Mound, Manitoba, has been incorporated.

A co-operative elevator is to be built at New Market, Ont. Walter Scott, John Ego and others are on the building committee.

The Minneapolis grain firm of McLaughlin & Ellis has commenced business in Winnipeg, with offices in the Grain Exchange Building.

The contractors for the new Canadian Northern elevator at Port Arthur have placed their order for belting with the Winnipeg Rubber Company. This order includes 2,000 feet of 36-inch and 2,000 feet of 30-inch rubber belting.

The Canadian Elevator Co. has been incorporated by J. S. Lovell, W. Bain, E. W. McNeill, R. Gowans and R. Richardson of Toronto, to construct elevators and carry on an elevator and storage business anywhere in Canada. The capital of the company is fixed at \$1,000,000.

It is reported that the Barnett & Record Co. of Minneapolis are now preparing modified plans for the elevator which they are erecting at Port Arthur, Ont., whereby the new house will have capacity for 2,225,000 bushels instead of 1,000,000 bushels. The plant will consist of 80 steel tanks of 25,000 bushels capacity each, and there will be 65 intermediate storage spaces, which will hold about 225,000 bushels.

The elevator being erected at Montreal under the supervision of the Minister of Public Works will have a capacity of 960,000 bushels, and will be of steel and of the type known as the cylindrical bin elevator. The structure, which will cost \$606,000, will be 189 ft. long by 84 ft. wide. The bins will be 82 in number, varying in capacity from 20,000 to 2,750 bushels. There will be four legs for receiving grain from cars, their capacity being 16 cars an hour, a movable tower for receiving grain



from barges, and a complete conveyer system for shipping to ocean steamers.

The Pasqua Elevator Company has bought the newly erected elevator of Donald McLean at Pasqua, Assi. This elevator is the second which has been erected at that point this summer, the other one being the property of the Western Elevator Company.

It is reported that T. B. Hord and F. J. Waddell of Nebraska and other wealthy grain and cattle men have purchased 40,000 acres of land between Craik and Davidson on the Prince Albert branch of the Canadian Pacific. They are to conduct a wheat farm on an enormous scale and will erect two elevators this fall at Garvin, in the center of the new farm.

The Canadian Northern Elevator Company is the latest in the field, having filed articles of incorporation at Toronto, Ont., with a nominal capitalization of \$500,000. William and R. J. McKenzie, well-known Canadian capitalists, are the incorporators, and the others associated are Z. A. Last, R. P. Ormsby and D. D. Mann, all Canadians. This company will build houses through the grain territory from Fort William west.

The agreement between the Montreal harbor commissioners and the Grand Trunk Railway for the erection of an elevator at Windmill Point has been signed. The plans for the elevator are in course of preparation, and it is the intention to have it completed by 1904. It will be a steel and concrete structure of 1,000,000 bushels capacity, and will cost \$750,000. The harbor commissioners will spend about \$250,000 in improving the site.

The Ogilvie Flour Mills Company of Winnipeg has built new elevators this season at Arnaud, Oakville, Basswood, Sinclair, Arcola, Grenfell and Balgonie. The average capacity of these elevators is 32,000 bushels. The company has three gangs of men at work under its superintendent, H. W. Chafant. They will build fourteen more this season, which will bring the total number of their elevators up to 83, with a total capacity of over 3,000,000 bushels. The company has also contracted for the erection of a 250,000-bushel elevator in connection with their rolled oats mill at Winnipeg.

## OBITUARY

A. L. St. John, a grain dealer of Lorimor, Iowa, died recently.

L. M. Larson, of the grain firm of Atwood, Larson & Co., Duluth, Minn., is dead.

Albert Behrends, manager of the Dallas Grain Company, at Dallas, Texas, died suddenly of heart failure July 21.

Morgan McSwiney, a well-known grain dealer of Dawson, Neb., died July 4, aged 62 years. Mr. McSwiney was a native of Ireland and came to this country in 1867.

Barton S. Tyler, of Decatur, Ill., died July 27 at his home in that city. Mr. Tyler was a well-known grain dealer and was for years secretary and also president of the Illinois State Grain Dealers' Association.

Edward Hoxie, a prominent grain dealer, died at his home in Somonauk, Ill., July 13. Mr. Hoxie was a heavy operator on the Chicago Board of Trade and father of Frank Hoxie of the Board. He was 68 years of age.

F. A. Brooks, proprietor of the elevator at Xenia, Ohio, was stricken with paralysis while in his office July 26 and expired shortly after being conveyed to his home. Mr. Brooks was an excellent business man and had the confidence and esteem of all who knew him. A wife and daughter survive.

William Thompson, a pioneer grain dealer of Hastings, Minn., died July 26 from injuries sustained by a fall. He was 70 years old. At the time of his death Mr. Thompson was president and director of the German-American Bank. He was one of Hastings' wealthiest citizens and very prominent in business circles. He leaves a wife, one daughter, Mrs. E. C. Anthony, of Chicago, and one son, Sewell Thompson.

Eugene C. Jones, president of the Jones Grain Company at Nebraska City, Neb., died July 25, from shock resulting from an operation for appendicitis. Mr. Jones was born in Cuba, Kan., 33 years ago, and was a self-made man. He was first vice-president of the Nebraska Grain Dealers' Association and was in charge of the Great Western Cereal Company's office at Nebraska City. Mr. Jones is survived by a widow.

The assessment of Chicago's grain elevators amounts to \$5,664,542 for the current tax year, against \$4,009,272 for 1901.

## PERSONAL

H. R. Trocke has taken charge of the elevator at Berthold, N. D.

Will R. Strain has moved from Aldrich, Mo., to Lowry City, Mo.

F. J. Zimmerman has moved to Bloomington, Ill., from Harvel, Ill.

Siebert Bros. have removed from Buckley, Ill., to Spring Valley, Wis.

John Moen now has charge of the Crown Elevator Company's house at Norton, N. D.

John Nissen has been engaged to operate the Davenport elevator at Kanaranzi, Minn.

W. F. Starz, formerly in the grain business at Kenney, Ill., is now located at Fowler, Ind.

A. Mead is in charge of the St. Paul Elevator at Beloit, Wis. This is a 35,000-bushel house.

J. O. Vick has been appointed agent at Boyd, Minn., for the Security Elevator Company.

Andrew Anderson has been engaged to operate the Farmers' Elevator at Henning Minn., this season.

Sydney Smith has accepted a position as grain buyer for C. S. Christianson & Co. of Madelia, Minn.

James Parker, a grain buyer for Hall & Co., of Peoria, Ill., has returned from a 30 days' visit in Colorado.

R. S. Dawley of Volga, S. D., will buy grain at Lester, Iowa, for the Minnesota and Western Grain Company.

M. F. Swanson, for the past eleven years in charge of the M. & N. Elevator at Michigan, N. D., has resigned.

A. M. McKinney, of Cass Lake, Minn., has been appointed superintendent of a line of elevators in North Dakota.

C. E. Quisenberry has taken charge of the farmers' elevator at Holland, Ill., succeeding Lester Bolinger, resigned.

Ed Carter will have charge of the grain warehouse on the Northern Pacific road at Garfield, Wash., this season.

J. Baptie has been engaged by the Duluth Elevator Company to handle one of the houses at Pembina, N. D., this season.

Adolph Krebaum, a well-known grain dealer and capitalist, is dangerously ill at his home in Havana, Ill. He is 88 years old.

S. C. Sheets, now at Rake, Iowa, expects to take charge of the Neola Elevator Company's new house at Linby, Iowa, this fall.

W. E. McHenry, formerly vice-president of the Chicago Board of Trade, has been ill at the Grand Pacific Hotel in that city.

Otto Wernli of Le Mars, Iowa, has gone to Castleton, N. D., where he will have charge of an elevator for a Minneapolis company.

Frank McComas, who operates the elevator at Oakley, Ind., was married recently to Miss Meredith Hornbeck of Jefferson township, Ind.

A. C. Warren, the new auditor for the Nye & Schneider Grain Company, visited Pike, Iowa, in the interest of that company recently.

A. J. Munson, formerly wheat buyer for the M. & N. Elevator at Erskine, Minn., has gone to Alberta, Canada, where he will invest in real estate.

William Kirth will take his father's place at the Northwestern Elevator in Traer, Iowa, and Peter Knolen will buy grain for the same company.

P. F. Golden, recently of Willmar, Minn., has taken a position with the Great Western Elevator Company and will buy grain at Revillo, S. D.

William Thorn will buy grain at Rushmore, Minn., for the Peavey Elevator Company and C. N. Peterson will manage the firm's business at that place.

W. H. Minor, for years head of the Valley Grain Company at Brattleboro, Vt., has gone to St. Louis, where he will be connected with a large elevator company.

J. W. Harvey has been engaged by the Imperial Elevator Company to manage the O'Connor Elevator at Walhalla, N. D., recently purchased by the former concern.

H. S. Grimes of Portsmouth, Ohio, who attended the Chicago meeting of grain men on August 5 for the purpose of forming a mutual insurance company for grain dealers, was on his way with his wife for Magdalena, New Mexico. The trip is one of pleasure and business combined, Mr. Grimes

having some mining interests in that country which need his attention. He will return to his home about the first of September.

G. Starz, who has been clerk for the grain firm of E. R. Ulrich & Sons of Springfield at Lake Fork, Ill., has been succeeded by a Mr. Carroll of Kansas.

Jack Emerson has taken charge of the Peavey Elevator Company's house at Elmore, Minn., succeeding Mr. Pinches, who will engage in the real estate business.

A. R. Jones, who has been agent for the St. Anthony & Dakota Elevator Co. at St. Hilaire, Minn., for several years, has been transferred to St. Vincent, Minn.

E. I. Briggs, of Wallingford, Iowa, has taken charge of the Western Elevator Company's plant at Estherville, Iowa, succeeding John Aitchison, who goes to Corwith, Iowa.

D. A. Lawson, formerly of the firm of Risser, Rich & Co., Templeton, Ind., has moved to Pine Village, Ind., and is now a member of the firm of Lawson & Lawson, dealers in grain, etc.

F. C. Kuse, of Johnson, Neb., has taken charge of the North Side Elevator at Bennet, Neb., succeeding Mr. Kunkle, who returns to Arapahoe, Neb., to engage in the grain business there.

Supervising Inspector Smilie of the Chicago Board of Trade is seriously ill at his home in Oak Park. During Mr. Smilie's absence Inspector Smith is attending to the department work on the floor.

A. A. Funk, until recently manager of Coon Bros.' elevator at St. Joseph, Ill., has gone with the Zorn Grain Company and will manage the house at Ogden, Ill., recently purchased by the latter company.

T. E. Holmes, of Perry, Iowa, manager for the Neola Elevator Company, has been appointed bookkeeper in the treasury department at Washington. Mr. Holmes took the civil service examination in 1900.

A. J. Doidge, for the past year in charge of the Moore Bros. & Felthouse Elevator at Chapin, Iowa, has removed to Corwith, Iowa, and assumed the management of the firm's large elevator at that place.

It is announced that George Peters will sever his connection with the Coleman Elevator at Mt. Carroll, Ill., and will return to his old home in Pennsylvania. He has been with Mr. Coleman for twenty-six years.

J. E. O'Hara of Dawson, Minn., for many years wheat buyer for the Great Western Elevator Company, has been appointed traveling superintendent by that company and will look after a portion of the company's line of elevators.

C. D. Peck, a dealer in grain, hay and coal at Lake City, Col., is reported to have disappeared. His wife received a note from him saying that it would be useless to search for him, as by the time the note was received he would be dead.

L. N. Loomis has moved his family from Alpena, S. D., to Minneapolis, and will make the latter city his home. Mr. Loomis will devote his attention exclusively to his grain business and will operate an extensive line of elevators in South Dakota and Minnesota.

C. S. Harris, local manager for Edwards, Wood & Co., at Madelia, Minn., has resigned and goes with the Peavey Elevator Company as manager at Madelia. F. L. Erno has taken the position with Edwards, Wood & Co. made vacant by Mr. Harris' resignation.

B. R. Patterson, who owns an elevator at Mitchellville, Iowa, is interested in the growth of his town and will probably take a hand in several new enterprises that will be launched shortly, such as a water works, an electric light plant and a telephone exchange.

William Morgan, who has been grain buyer for the Interstate Grain Company at Bellingham, Minn., has resigned and will engage in business with McBridge & Schoenleblen at Weyburn, Canada. It is understood that Mr. Morgan will be manager of a new elevator to be erected by the latter company.

W. H. McWilliams, of Minneapolis, manager of the National Elevator Company, one of the larger Van Duzen-Harrington properties, has resigned and has been appointed manager of the Canadian Elevator Company, which was organized by Minneapolis capitalists and is now engaged in building a line of country elevators along the Canadian Pacific Railway in Manitoba, Assiniboia and Saskatchewan. Mr. McWilliams has opened an office in the Grain Exchange building at Winnipeg. L. D. Marshall, chief inspector of the Minnesota state grain inspection department, has resigned and succeeds to Mr. McWilliams' old position with the National Elevator Company. F. W. Eva, chief deputy inspector at Duluth, has been made chief inspector.



## COMMISSION

Hanim, Mitchell & Co. have opened an office at Oakland, Cal., and will do a grain and stock commission business.

The office of the A. C. Davis Grain and Commission Company has been removed from Topeka, Kan., to Kansas City, Mo.

Orsen C. Wells, manager of Harris-Gates' Rookery office, has posted his membership in the Chicago Board of Trade for transfer.

Herbst & Hill, of Chicago, have incorporated with a capital stock of \$25,000 to do a general brokerage and commission business.

W. F. Stockdale, a small trader on the Chicago Board of Trade, is reported to have failed to go through the clearing house July 18.

The B. F. Glover & Son Commission Company has succeeded to the grain commission business of B. F. Glover & Son at New Orleans, La.

Thomas A. Wright has become secretary of the Cross & Fort corporation, Chicago, and will have entire charge of the grain trade of the firm.

P. H. Eschenburg and family of Chicago have been enjoying an outing at Brown's Lake, Wis. Their return is looked for about the middle of August.

Under the firm name of Abel Bros., Fred Abel and Albert Abel have formed a partnership at Cleveland, Ohio, to do an exclusive business in grain and hay.

The Frazier Smith Grain Co., of Kansas City, Mo., has been incorporated by Frazier M. Smith, Lizzie J. Smith, Edward Tiffin and Dudley W. Dehoney. The capital stock is \$2,000, one-half paid.

Articles of incorporation have been filed by the Metropolitan Grain Company of Kansas City, Mo., with a paid up capital of \$5,000. D. P. Lewis, P. H. Montgomery and S. H. Pitts are the incorporators.

Articles of incorporation have been filed by the Wood Commission Company of Indianapolis, Ind. The capital stock is \$5,000 and the incorporators are E. W. Bassett, F. M. Montgomery and Frank F. Wood.

The Hancock-Goemann Company of Chicago has been incorporated with a capital stock of \$5,000 and will deal in grain and produce. The incorporators are Henry L. Goemann, Joseph L. Lippert and Oscar Kausche.

George M. Charles has transferred his membership in the Chicago Board of Trade to George B. Quinn, local man for the Peavey Elevator Company. Mr. Charles goes to the Northwest to handle the Peavey barley trade.

W. H. Martin has undertaken the management of the grain business of Lester, Kneeland & Co., Chicago. Mr. Martin was a partner in the firm of Coster, Martin & Co. during its existence and has since been active as a broker.

James R. Dalton of Chicago spent his summer vacation with his wife at Brown's Lake, Wis. While there he arranged a vaudeville entertainment at the Columbian Hotel which netted \$33.50 to the Daily News Fresh Air Fund.

The McHugh-Christenson Company of Minneapolis has been incorporated to deal in grain. The capital stock is \$50,000, and the incorporators are John G. McHugh, Charles A. Christenson, James V. McHugh, John E. Stair and Samuel J. Austin.

L. W. Wood, of Edwards, Wood & Co., of Minneapolis, was expelled from the Chicago Board of Trade on August 12, after a trial on charge of fictitious trading by his firm at Milwaukee. Mr. Woods suffers at Chicago for the charges proved against his firm.

The Weare Commission Company of Chicago has opened a branch office in Ft. Madison, Iowa. B. H. Chichester was in charge for a couple of weeks while the business was being inaugurated and was then succeeded by T. E. Nunn, who will be local manager.

The William Dalrymple Company has been incorporated with a capital stock of \$50,000 to do a general grain and commission business at Minneapolis. The incorporators are William Dalrymple and Frank Carey of Duluth and Oliver Dalrymple of St. Paul.

J. R. Whitney of Carroll, Iowa; C. G. McNeil of Sioux City, Clinton Schlack of Des Moines, with K. C. Morehouse, and J. E. Von Dorn of Omaha, all correspondents of the Floyd J. Campbell commission firm or identified with it, were dined in the Red

room of the Her Grand, Omaha, July 20, by Mr. Campbell.

A. Gerstenberg of Gerstenberg & Co., Chicago, enjoyed a needed rest and vacation the latter part of July and first part of August. He resumed the work of a busy season on August 5.

The Crabbs-Reynolds-Bell Grain Company of Lafayette, Ind., has been incorporated with a capital stock of \$50,000 by Robert Bell, Andrew E. Reynolds, Benjamin F. Crabbs, Charles Murdock and Edwin Grant Hall. Mr. Crabbs is a leading grain dealer of Crawfordsville, Ind.

## CROP REPORTS

The corn crop in Alabama is reported a failure.

Late reports on corn and oats in Illinois indicate general improvement.

The Oklahoma state report says thrashing is nearing completion and that wheat yields continue light to fair, and oats large.

A correspondent at Dawson, Ill., writes: "Our oats are making from 40 to 60 bushels per acre and are coming in freely, as fast as thrashed. Farmers are not storing any, but selling direct from thrasher."

What are claimed to be estimates of good authorities place the yields of coarse grains in Minnesota, North Dakota and South Dakota as follows: Oats, 100,000,000 bushels; flax, 44,000,000 bushels; corn, 67,000,000 bushels.

Upland corn in Iowa will make a big crop, but there is no doubt that much corn has been destroyed by the floods. The state crop bureau estimates that at least 1,000,000 acres, or 12 per cent of the acreage, have been ruined.

Northwest Grain Dealers' Association estimates the wheat crop of Manitoba at 48,000,000 bushels and of the northwest territories at 13,000,000 bushels, or a total of 61,000,000 bushels. Combined crop of oats 38,000,000 bushels and of barley 11,000,000 bushels.

The Missouri corn yield is estimated by the state authorities at 290,000,000 bushels. Missouri last year raised only 66,000,000 bushels of corn. Secretary Ellis of the state board of agriculture estimates the wheat yield of the state at 63,700,000 bushels. This is more than double last year's yield.

An estimate by the general commercial agent of the Burlington railroad lines in Nebraska, based on returns from 300 station agents throughout the state, fixed the 1902 corn crop as one of the greatest in Nebraska's history. The figures follow: Acreage, 7,000,000; probable yield, 280,000,000 bushels.

Secretary True of the Wisconsin state board of agriculture estimates that the oat crop of that state will be only  $\frac{1}{2}$  of one per cent below the average in spite of a loss of  $18\frac{1}{2}$  per cent by lodging. His report issued August 5 shows the average for spring wheat is 100 per cent and for barley  $102\frac{1}{2}$  per cent.

The August report of the Burlington road giving a review of the situation in Nebraska, Iowa, Northern Kansas, North Missouri and Northeast Colorado says that the corn crop will certainly be the largest ever grown in the west. The condition of wheat and oats in the territory mentioned is generally reported good.

The party of millers and grain men that made a tour of the Northwest on the Washburn-Crosby special, leaving the Twin Cities August 4, and returning August 9, estimate the wheat crop as follows: Minnesota, 90,000,000 bushels; North Dakota, 70,000,000 bushels; South Dakota, 40,000,000 bushels; total, 200,000,000 bushels.

The Commercial West, in a special crop bulletin issued August 12, says: H. V. Jones estimates the spring wheat production in North Dakota, South Dakota and Minnesota in 1902 as follows: Minnesota, acres, 5,960,000, with 82,150,000 bushels; North Dakota, 3,950,000 acres, with 55,100,000 bushels; South Dakota, 3,500,000, with 41,600,000 bushels. Total acres, 13,410,000; total bushels, 178,850,000.

Statistician Snow in his weekly crop report, dated August 9, said: "Thrashing returns are showing surprising rates of winter wheat yield, 2 bushels per acre above the figure indicated in July and averaging 15 bushels per acre. The spring wheat condition is above 90. The total wheat crop will equal or exceed that of last year. The corn condition declined slightly during July from excessive rainfall in Iowa and drought in the South. The condition, however, is higher than the average for

ten years, and, if maintained, will give a crop of 2,500,000,000 bushels. The oats condition at harvest is about 5 points lower than July 1, but promises fully 850,000,000 bushels, with the quality lower than usual."

The report of the Ohio Department of Agriculture, dated August 1, reports the condition of wheat at 84 per cent and oats at 95 per cent. The weather conditions have been favorable to crop development, but not to the gathering of small grain. The oats harvest was very late. The crop was heavy, but a great deal was lodged and some lost on this account.

Grain men and others who watch crop conditions agree that Kansas will produce this year the greatest corn crop in her history. It is confidently believed that the crop will reach 300,000,000 bushels. The best estimates at hand place this year's wheat yield at 40,000,000 bushels. The oat crop is not up to the average, but the total yield will not be far from 45,000,000 bushels.

Michigan state report for August says wheat yield there seventeen bushels per acre, against eleven a year ago. Quality poor, some only fit to feed stock. Promise was for excellent quality, but rains hurt it. Corn condition only 66, too much rain. They raise very little, only 45,000,000 last year, and 14,000,000 of wheat. Oats yield 37 bushels per acre, or more than an average.

Dun's weekly crop report, under date of August 9, says in part: "The wheat harvest is practically complete except in the Northwest, and the crop is good and of fair average quality. Corn continues to grow in the big corn producing states of the Middle West and the yield promises the largest ever grown. A large yield of oats is now practically assured in New York State and important Western States."

B. F. Johnson, state statistician for Indiana, says: "Except in a few counties in the northwest part of the state, where the corn has been drowned, Indiana has never seen such a crop. Even with the damage in the northwest the crop will be far in excess of last year's, when 147,800,000 bushels were harvested. The oats crop will be immense if it is thrashed in shape. The acreage seems to be slightly below that of last year, but the yield is well above it, probably over 44,327,360 bushels. There is nothing new to lead me to change my estimate of 40,000,000 bushels for the wheat crop."

The monthly report of the statistician of the Department of Agriculture shows the condition of corn on August 1 to have been 86.5, as compared with 87.5 on July 1, 1902, 54 on August 1, 1901, and a ten-year average of 84. There was an improvement during the month of 10 points in Pennsylvania, 7 in Indiana and Wisconsin, 4 in Ohio, Illinois and Kansas, 3 in Iowa and 11 in Nebraska. This substantial improvement in the most important corn states would undoubtedly have resulted in a marked improvement in the average for the entire country but for the fact that fourteen southern states, containing 36.8 per cent of the total corn acreage, show an average decline during July of 10.7 points. The statistician estimates the winter wheat crop at about 380,000,000 bushels, or an average of 13.8 bushels per acre, subject to revision, as thrashing advances. The average condition of spring wheat on August 1 was 89.7, as compared with 92.4 last month, 80.3 on August 1, 1901, and a ten-year average of 80. The average condition of oats was 89.4, against 92.1 last month, 73.6 on August 1, 1901, and a ten-year average of 82.2. There has been an improvement of 1 point in Indiana, 5 points in New York, 7 in Pennsylvania and 8 in Ohio. On the other hand, there has been a decline of 1 point in Michigan and Minnesota, 2 points in Illinois, 3 in Wisconsin, 9 in Nebraska and 12 in Iowa. All the principal oat states, however, whether reporting an improvement or a decline, still have an average condition comparing favorably with their ten-year averages. The proportion of the oats crop of last year still in the hands of farmers is estimated at 4.2 per cent, as compared with 5.9 per cent of the crop of 1900 in farmers' hands one year ago and 6.8 per cent of the crop of 1899 in farmers' hands two years ago. The average condition of barley declined 3.5 points during July, but on August 1 it was still 3.3 points higher than at the corresponding date in 1901, and 6.8 points above the mean of the ten-year averages. Preliminary returns indicate an increase of 1.1 per cent in the hay acreage. Of the eleven states mowing 1,000,000 acres or upward last year, six report increased and five reduced acreage. The condition of timothy hay has improved 5.1 points during July, and is 4.8 points above the mean of the August averages for the past eight years. Reports as to the production of clover are, on the whole, unfavorable.

The quarterly statistical book of Howard, Bartels & Co., "The Red Book Annex," bringing the grain statistics down to July 1, has just been issued. It is the only publication of the sort which is issued quarterly, and is of course proportionately useful.



## LLOYD ON CORN INSPECTION.

A. W. Lloyd, traveling representative of the Illinois Grain Dealers' Association, on July 24 published a report of the experiences with corn inspection of the committee of that association sent to Chicago during the July corn corner. This report, which is addressed to the members of the association, is, in part, as follows:

On July 7 a committee representing the Illinois Grain Dealers' Association went to Chicago for the purpose of aiding the receivers of grain (so far as possible) in securing a just and uniform inspection of corn during the corner that has just terminated. So far as the receivers are concerned we wish to say they did all in their power for the country grain shipper, and for them we have only kind words. The same with the weighing department, which we believe to be conducted to the best interests of all concerned. With the inspection department we are far from satisfied, it being rigid to a degree most exasperating—carefully selected and thoroughly cleaned corn inspected No. 3 and sold to the elevators at 10c per bu under No. 2; afterward being easily converted into No. 2. No criticism is made of the part taken by the elevators, as the opportunity was furnished by the inspection department, and the elevators, naturally, were quick to take advantage of it; the country grain shipper being forced to stand the loss.

On July 16, the day after the collapse, after a decline of 25c per bu, corn inspected No. 2, while during the corner very much better corn was turned down and inspected No. 3, with no possible chance for anything better after calling for re-inspection. To experience such intense rigidity during the life of the corner and such laxity immediately after its collapse is more than human nature can endure and not cry out.

Therefore, we call on all the grain growers as well as grain shippers to unite in one effort to take the inspection of grain out of the hands of politicians and place it in the care of practical men who are more interested in the success of the grain business than of politics. The grain buyer could and would pay the producer more for his grain if he was assured a uniform inspection on its arrival; under existing circumstances he is compelled to buy from the farmer on the basis of No. 3, and usually sells on the basis of No. 3 or better, in which case, if any grades No. 2, the receivers secure the benefit instead of the country shipper. The farmer complains that the shipper does not pay the price for what he (the farmer) feels confident is No. 2 corn. The fact is, the shipper has no assurance that any corn will inspect No. 2; therefore he is compelled, through the uncertainty of the inspection, to buy and sell all corn on the basis of No. 3 or what is termed the commercial grade.

During the recent corner many shippers paid the farmer more than the corn was worth when operating in the usual manner, hoping by picking and cleaning carefully to make it grade No. 2, taking these chances only to meet with disappointment through the rigidity of the inspection. The day after the corner collapsed the writer was on the floor, and his attention was called to the extreme liberality in inspection. He carried a sample of the corn to Mr. Bidwill that had been inspected and sold that morning as No. 2. Mr. Bidwill inspected it as No. 3, but had the writer and Mr. Smith, assistant to Mr. Smilie, visit the car and secure a fresh sample, which was shown to Mr. Smilie, supervising inspector, and whose opinion is considered second to none, who pronounced the sample No. 2 corn. We have preserved this sample, which we shall keep as a guide in the future, and the grain men of Illinois have the right to expect corn equal in quality to this sample to inspect No. 2, as Mr. Smilie (the high authority) says the sample is No. 2 corn. If we could have been allowed to apply this quality of corn as No. 2 during the corner, the result would have been satisfactory to all shippers. As it stands, the shippers are losers by the severity in inspection during the life of the corner.

From July 7 to 15 inclusive the supervising grain inspector of Chicago raised the grade of 45 cars from No. 3 to inspect No. 2 corn. During the same period, out of a total of 30 cars of corn referred to the appeals committee of the state board of inspection, not one car was changed. We advise leaving the appeals committee alone, as it appears to be a useless expenditure of money.

These conditions are all wrong and should not be tolerated. If farmers and the grain shippers ever expect to free themselves they will have to unite their strength, regardless of politics, and see that representatives are sent to the next legislature pledged to entirely separate the inspection department from politics and put it on a business basis. Anything short of this means continuous vexation and loss. Will you arise in your strength and shake off the present conditions? Grain growers and shippers are mutually interested, and should work and vote as one man to overcome this state of affairs through which the grain growers and shippers are heavy losers constantly. Will they join forces and work for self-protection? "United we stand; divided we must remain as we are. Let us make the fight. It must be settled by the ballot. Go to the polls and see that the proper persons are sent to the legislature.

"Right is might and will prevail."

The standardizing of the Burlington & Western Railroad, running from Burlington to Oskaloosa, Ia., threw out of commission a large number of narrow gauge cattle cars. These with abandoned box cars were sold to farmers for corn cribs at \$12 each.

## HAY AND STRAW

The demand for bale ties is unusually large this year.

Alfalfa fields near Barbreeck, La., have been damaged by a new worm.

New hay on the Chicago market was about a fortnight late this season.

Rainy weather the latter part of July ruined much hay in Vermont.

The hay crop of portions of Colorado is short on account of the late spring.

W. A. Lander is said to contemplate building a hay warehouse at Troy, Idaho.

T. & J. Maguire have recently completed a new hay shed at East Dubuque, Ill.

Hay in some sections of Iowa was damaged by the heavy rains of last month.

Quintal & Lynch, dealers in hay and grain at Montreal, Que., have registered.

Dupras, Theoret & Co., dealers in hay and grain, have registered at Montreal, Que.

In some portions of Massachusetts the first hay crop was lost owing to wet weather.

The present hay crop in the Black Hills (South Dakota) will be the largest ever cut.

Lilly Bros., wholesale and retail dealers in hay and feed at Skagway, Alaska, will discontinue.

L. A. Henning, a hay dealer of Butler, Ind., is reported to have called a meeting of his creditors.

Reported that a two-story brick building will be erected at Redlands, Cal., for a hay and seed firm.

Six hundred carloads of hay have been shipped from the Escondido Valley, in California, this year.

Old hay is becoming scarce at West Chester, Pa., and some of the choicest baled stock is held at \$19 per ton.

Edward B. Vreeland, for several years in the hay and grain business at Somerville, Mass., has discontinued.

The total acreage of hay is believed to be larger than last year, although the increase is not evenly distributed.

The first ton of Kentucky blue grass hay ever raised near Grand Island, Neb., was hauled into that town July 15.

The Pressed Hay Works at Albion, Mich., owned by T. H. Fowler, and which were destroyed by fire, will be rebuilt.

The Michigan hay crop is about the same, in point of acreage, as last year, but the condition is considerably better.

A. A. Howe has sold his hay, grain and grocery business at Grafton, N. H., to Albert E. Herrick, of Manchester, N. H.

A \$3,000 hay barn is being erected on the Jamul ranch near Jamul, Cal. About 2,500 tons of hay will be baled on the ranch this season.

A writer in the Orange Judd Farmer says the feeding value of well cured cowpea hay is similar and about equal to alfalfa and red clover.

Camas prairie, in eastern Oregon, has produced a large crop of hay this year. The hay industry in this section is becoming an important one.

Farmers in the vicinity of Winona, Minn., say that very little hay in that locality was injured by the rains. New hay is selling at \$6 to \$8 per ton.

The hay crop of Washington has been generally harvested and nearly all parts of the state report good yields. The quality of the hay this season is high.

The McFarland hay store at Ogden, Utah, was damaged by fire July 26. The loss is estimated at between \$750 and \$1,000 and is covered by insurance.

Several thousand tons of new hay have been sold at Livermore, Cal., at \$10 to \$10.50 per ton. The crop in that vicinity is only half as large as that of last year.

The price of hay at the Kansas City stock yards has been reduced to 80 cents a hundred pounds. The reduction, which amounts to 20 cents a hundred, went into effect August 1.

There are many cases this year in Massachusetts where hay has remained in the field from fifteen to eighteen days after being cut before it could be dried sufficiently to be housed. The loss of the

hay crop will be severely felt by the dairy interests of the state.

Wm. H. Curley & Co., of New York City, have incorporated with a capital stock of \$10,000 to deal in hay and grain. The directors are: W. H. Curley, Annie T. Curley and H. G. Fry.

All sections of Montana report excellent hay crops. There is said to be an increase over last year of fully 25 per cent. Stock raisers and sheepmen are putting up more than usual.

New York hay receivers report a scarcity of desirable timothy and other straight hays. The old crop is cleaned up and the new crop is not coming in fast enough to supply the demand.

A good export business is being done in Canadian hay. The Montreal market is steady and supplies light. It is expected that present prices will hold until the new crop begins to move freely.

The present season in London as far as hay is concerned is one of the best ever experienced by consumers. Prices will rule low for imported hay as there are large crops in France, Belgium and Germany.

The hay and feed business of Theodore Tyler at Kalamazoo, Mich., has been purchased by the W. E. Merston Company. The latter firm will continue the business as a branch of their other establishments in that city.

France has a very large hay crop this season. She is receiving her outside supply from England this year and unless American and Canadian hay can be landed in France at extremely low prices there will be no outlet for it.

The hay and straw storehouse of Henry L. Fitts, at Pawtucket, R. I., was damaged by fire July 28. The fire started on the inside of the building and when the department arrived the blaze had a good start. There were 150 tons of hay in the building and the loss amounted to \$3,000; partially covered by insurance.

Albers & Schneider have enlarged their hay baling plant at Forest Grove, Ore., by the addition of a building formerly used as a cannery. The structure, which is 50x80 feet, has been moved up near the former plant and the firm has put in three new compressors. An engine and boiler have also been purchased and a separate building will be erected for them.

Some Kansas farmers claim that the Russian thistle, which was introduced into that state eight years ago, when properly cured makes tolerable hay, equal in feeding value to some native grasses. The Kansas state board of agriculture in a recent pamphlet setting forth these facts nevertheless advises the extermination of the plant as on the whole a noxious weed by comparison.

## MICHIGAN HAY DEALERS' CONVENTION.

The second annual convention of the Michigan Hay Dealers' Association was called to order at Flint, Mich., on the afternoon of July 30.

There were nearly 100 hay dealers from different parts of the state in attendance and the proceedings were of a highly interesting character. There were a number of instructive papers read and discussed, and it was decided to hold an adjourned meeting at Saginaw early in January at the call of the president.

The officers were elected for the ensuing year as follows: President, J. A. Heath, Lenox; vice-president, Geo. C. Warren, Saginaw; second vice-president, A. C. Waters, Charlotte; secretary and treasurer, Mark Vanbuskirk, Flint.

New corn is going into Kansas City by sample, and is said to be very fine. It will be on that market within a week probably.

July was a great month for the grain hospitals, which were worked day and night to manufacture contract corn, oats and wheat. Every private elevator man had his eye on the premiums.

The assignees of the St. Paul and Kansas City Grain Company have been ordered by the court to accept the offers of certain firms to purchase the elevators and real estate of the concern in Minnesota and Iowa as follows: Gas power elevator and land at Sargent, Minn., to J. F. Powers & Son, for \$2,500; gas power elevator and annex at Renova, Minn., to J. F. Powers & Son, for \$1,250; gas power elevator at Sutton, Minn., to J. F. Powers & Son, for \$1,250; elevator and cleaning house at Oelwein, Ia., to Pease Bros., for \$4,000; elevator and warehouse at West Concord, Minn., to J. S. Nichols, for \$2,200; elevator at Westgate, Ia., to O'Connor Bros. of Sumner, Iowa, for \$800; elevator at Boyd, Ia., to O'Connor Bros., for \$600; elevator at Arthur, Ia., to Trans-Mississippi Grain company, for \$800; warehouse at Rich Valley, Minn., to C. R. Strathern, for \$450; real estate at Odebolt, Ia., to A. H. Cook, for \$600.



## BARLEY AND MALT

The United States Maltsters' Association met in convention at Milwaukee August 5.

The Minnesota Malting Company has bought the T. B. Sheldon & Co. elevator at Rice Station, Minn.

The American Malting Company has closed its elevator at Durand, Wis., until the new crop begins to come in.

Minnesota's barley crop is good and harvesting is well along. One instance is reported where 20 bushels to the acre were harvested from a field that was considered almost destroyed by hail.

E. P. Bacon & Co. of Milwaukee have issued their barley circular showing conditions in Wisconsin, Iowa and Michigan. The report shows that the yield in these states is good, but that the color of the grain is poor.

Early thrashings of North Dakota barley indicate that it may be necessary to raise estimates of the average yield of the state to at least thirty five bushels per acre. The crop is said to be the finest ever raised in the state.

The barley harvest of South Dakota is generally reported satisfactory. In some instances where the barley has been thrashed complaint is made that it is not of good color. The yield is heavy, but the color is off.

The new malthouse of the South Dakota Malt & Grain Company at Sioux Falls, S. D., was formally turned over to that company July 17 by the Barnett & Record Company of Minneapolis, the builders, through their superintendent of construction, S. F. Evans, who had charge of the work of erecting and completing the plant.

Emil C. Butz, who has recently returned from a trip through the West, says the barley crop this year is larger than last. He adds that while the quantity is large, the quality is poor, and not over 40 per cent will be malting barley. The incessant wet weather has made a dark barley everywhere except in a little territory in the Dakotas, where the rain was excepted.

The board of directors of the Milwaukee Chamber of Commerce voted favorably on July 29 on a proposed amendment to establish a new grade of barley, to be known as "standard" barley, which, as the rule states, "shall be a good malting barley, testing not less than 46½ pounds to the measured bushel, reasonably sound and reasonably clean, but not light enough in color for No. 2."

The first car of new barley has been received at Duluth and was sold at 42 cents. The market can hardly be said to have established itself as yet. Some choice samples have been shown and grain of this kind would bring 58 to 60 cents. On the other hand samples have been shown that have sold as low as 40 cents. The present range in price is between 50 and 60 cents.

The Duluth Commercial Record has prepared a table on the barley crop of Iowa, Minnesota, Wisconsin and North and South Dakota, in which estimates the present crop at 71,000,000 to 75,000,000 bushels. The total yield of the five states last year, as reported by Washington, was 61,375,000 bushels. The total barley acreage for the five states is 2,819,000 acres this year, as compared with 2,410,000 acres last year.

It is probable that the coarse grain men of the Minneapolis Chamber of Commerce will hold a meeting to discuss the matter of a new grade in barley. Minneapolis has grown as a barley market, and with the building of the new malthouses and elevators in that city for handling barley it is expected that receipts next season will beat all records. It is, therefore, thought advisable to have every grade that any other market has.

The monthly report of the Cincinnati Chamber of Commerce for July shows that receipts of barley in that market amounted to 1,111 bushels, compared with 1,851 bushels for the same month last year. Shipments were 253 bushels, compared with 187 bushels last year. The receipts of malt for the month were 121,340 bushels, against 63,187 bushels for the same month last year. The shipments of malt aggregated 55,753 bushels, against 44,895 bushels during the preceding July.

Rosenbaum Bros. of Chicago have issued a booklet reviewing the barley situation. It deals with the condition and probable quantity and quality of the present crop and is based on observation in the field and personal interviews with growers in 1,800 miles of barley territory traveled by Rosenbaum Bros. representatives. In a few words their conclusions are that there has been an increase of 5

to 8 per cent in acreage and 5 per cent in yield, giving a yield of 106 to 105 million bushels, one of the largest yields on record. Quality inferior, color poor, germinating quality, uncertain.

A story comes from San Francisco to the effect that George W. McNear and his associates in what is known as the "Big Four" are making an effort to corner California barley. English firms that have heretofore bought of these dealers are said to have sent independent buyers into the field, with the result that the price has been forced up to 95 cents per cental, although the "Big Four" have contracts to deliver barley in England at a rate that is equivalent to 92 cents per cental. The independent buyers have twenty-five vessels under charter, and it is claimed they will be able to secure loads for them.

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Valne.	
June, 1901 .....	6	\$ 5	
June, 1902 .....	96	90	
Fiscal year end. June 30, 1901..	171,004	\$4,073	
Fiscal year end. June 30, 1902..	57,406	33,221	
Exports—			
June, 1901 .....	256,795	113,979	
June, 1902 .....	6,933	4,685	
Fiscal year end. June 30, 1901..	6,293,207	2,883,565	
Fiscal year end. June 30, 1902..	8,724,268	3,995,303	

BARLEY AND MALT.			
Imports—			
June, 1901 .....	160	168	
June, 1902 .....	555	458	
Fiscal year end. June 30, 1901..	4,580	4,635	
Fiscal year end. June 30, 1902..	3,019	2,929	
Exports—			
June, 1901 .....	48,420	25,623	
June, 1902 .....	39,161	25,623	
Fiscal year end. June 30, 1901..	357,947	250,099	
Fiscal year end. June 30, 1902..	401,375	266,894	

## FLAXSEED

Experiments with flax in Oregon have shown that the soil there is adapted to the crop.

Shepard Bros. will build a warehouse at White Earth, N. D., and will engage in buying and shipping flax and other grain.

Southwestern flaxseed is moving slowly, probably on account of the wet weather. St. Louis is offering \$1.40 "to arrive" and Chicago would probably pay \$1.45 to \$1.48.

Professor Henry L. Bolley, of the botanical department of the North Dakota State Agricultural College, has issued a bulletin giving directions for saving flaxseed to escape flax wilt and flax-sick soil.

It is reported that a company has been formed with a capital stock of \$100,000 to build and operate a plant at Beaumont, Texas, for the manufacture of a colorless substitute for linseed oil from Beaumont oil.

It is said that Minneapolis elevator companies have lost heavily by the slump in the price of flax, while the linseed oil manufacturers who had contracted for the delivery of large quantities of oil at high prices have reaped a rich harvest.

At present the Minneapolis oil mills are doing practically nothing, as the old crop of flax is exhausted, and new flax will not begin moving for a few weeks yet. Meanwhile the American Linseed Oil Company is overhauling its mills for a busy season.

G. A. Archer of St. Paul and J. W. Daniels of Piqua, Ohio, are said to be back of a project to build a linseed mill in Minneapolis. Mr. Archer formerly operated a mill in Minneapolis, but sold out to the American Linseed Company, by whom he has since been employed.

The committee on flax inspection at Chicago has recommended the grade be changed so that only 12½ per cent adulteration be permitted in the seed deliverable on contracts. This would make the contract grade a No. 1 Northwestern seed rather than a No. 1. A vigorous protest against the recommendation has been circulated.

The amount of flaxseed left in the Northwest after seeding was finished was sufficient to force down values. On July 15 old crop seed sold at within 1 or 2 cents of September price, and the September was only 4 cents over October. Heavy selling of new crop seed has forced the price down. The bulk of the selling comes from Minneapolis, and is supposed to be short selling. The buying has been pretty well distributed, some for the Ameri-

can Linseed Company and some for the various independent interests in this country and Canada.

Idaho will have a large crop of flax this year, one estimate being 600,000 bushels, against 350,000 last year. The Northern Pacific has reduced the rate on flax from Clearwater points to its Eastern terminals from 90 to 60 cents per hundred. Several cars of flax have already gone East, and the oil men on the coast have advanced their contract price five cents a bushel.

There is said to be considerable dissatisfaction among prominent flax dealers identified with the Minneapolis Chamber of Commerce over the wide differences which have ruled between No. 1 flax and No. 1 Northwestern, the new grade established last fall. A meeting was held recently and some disposition was shown to appeal to the railroad and warehouse commission for a change of grade.

George Heising, of the Minneapolis Chamber of Commerce, who recently made a trip through North Dakota, says there is a general promise of a magnificent yield of flax. About 15 per cent of the acreage is late flax, and the remaining 85 per cent is flax seeded about the usual time and under normal conditions. Mr. Heising says the enthusiasts of the state are talking of 25,000,000 bushels for North Dakota alone.

Speaking of the world's linseed crop in 1901-1902, Dornbusch says that, although the yield from India proved better than indicated early in the season and was again rather larger than in the preceding year, it still fell short of the average. Argentina produced its record crop, and the exports last year increased 160,000 tons on those of 1900. No figures have yet been published regarding the Russian output, but, judging from the poor shipment total of 55,377 tons, it may safely be assumed that the crop did not exceed 100,000 tons, or only 25 per cent of the previous year. The United States, like the River Plate, had its banner crop and produced 650,000 tons, or 175,000 tons larger than 1900, which then stood its highest.

The Orange Judd Farmer says that its preliminary estimate of the flax acreage was too low. The acreage, as returned by local observers, after the season for planting is over, shows an increase over last year of 16 per cent, and makes the total acreage devoted to the crop this year 3,539,000 acres. With the single exception of Iowa and Missouri, where the acreage is a trifle smaller than last year, every flax state shows an increase. The bulk of the increase, however, is in the Northwest, and the large part of it is centered in the Red River Valley country of North Dakota. The increase for this state is estimated at 30 per cent. The following statement shows the estimated acreage and condition of the crop on July 1, by states:

	Acres.	Cond. July 1.
Wisconsin .....	47,000	98
Minnesota .....	667,000	95
Iowa .....	104,000	95
Missouri .....	61,000	95
Kansas .....	169,000	95
Nebraska .....	17,000	100
North Dakota.....	1,888,000	89
South Dakota .....	503,000	106
Idaho and Montana.....	83,000	95
Total .....	3,539,000	93.3



"How hard was Gates jarred in his corner of corn?" "How did he come out—which end of the horn?"—Record-Herald.



## FIRES--CASUALTIES

An elevator at Emerado, N. D., was wrecked by a tornado July 15.

The Bay State Elevator at Winona, Minn., was unroofed by a windstorm July 30.

A grain warehouse at Dayton, Wash., was damaged to the extent of \$5,000 by high winds recently.

The elevator of Kohn & McGinnis at Middle Point, Ohio, is reported to have been damaged by fire.

Joseph Mullin, dealer in hay, grain and coal at Lowell, Mass., was burned out July 31. He places his loss at \$3,000.

The Hall & Robinson elevator at Iuka, Kan., was burned July 29. The plant was insured. C. M. Clark was manager.

The elevator of J. E. Farrington & Co. at Kingfisher, Okla., burned July 28. The loss is \$12,000, covered by insurance.

W. C. Beck's grain and feed store at 443 Magazine street, New Orleans, La., was damaged to the extent of \$600 by fire August 1.

Ose's new elevator at Brinsmade, N. D., was set on fire by lightning August 1. It was extinguished before much damage was done.

The Counselman Elevator at Elmo, Iowa, burned to the ground July 24. The loss is \$4,000; insured. The origin of the fire is unknown.

The Watertown (Wis.) Elevator was struck by lightning and fired July 14. The blaze was extinguished before much damage resulted.

H. I. Gould's grain, feed and grocery store at Charlton Depot, Mass., was burned July 20. The loss is \$8,000, partially covered by insurance.

Kenneth Cooper, an employe of the Henderson Elevator Company, at Grayville, Ill., was smothered in a wheat bin August 1. He was 16 years old.

Armour & Co.'s elevator at Hooker street and the river, Chicago, was unroofed by the wind July 16. The roof was blown into the river. The loss was \$400.

A grain elevator, warehouse and two other buildings at Creston, Ohio, owned by George Hay, were burned July 27. The loss is partly covered by insurance.

The elevator and barn of William L. Ely, near Mayville, N. D., was struck by lightning July 28 and burned. The elevator was insured for \$800, and will be rebuilt.

The Des Moines Elevator Company was compelled to close its plant at Des Moines, Iowa, recently, on account of flood. The company sustained a loss of about \$1,000.

One of the walls of Jones & Watts' elevator at Oakland City, Ind., gave way July 28 and the building collapsed. Several thousand bushels of grain were let out on the ground.

The little town of Hanna's Siding, east of Luverne, Iowa, was struck by a cyclone August 2 and several buildings, including the elevator of Way, Johnson & Co., were destroyed.

Lightning struck the Des Moines Elevator Company's elevator at Avoca, Iowa, August 3 and the fire that resulted destroyed the house. The loss is estimated at \$50,000 on stock and building.

W. L. Day's elevator at Bettsville, Ohio, was burned August 5, with a loss of \$10,000 and insurance of \$2,500. The elevator contained 9,000 bushels of wheat and 4,000 bushels of corn.

The elevator at Eldridge, N. D., was struck by lightning July 24 and somewhat damaged. Sparks from a locomotive set fire to the same building July 26, but the blaze was extinguished without material loss.

Best Bros.' elevator at Palmer, Ill., was destroyed by fire July 15, together with about 1,200 bushels of grain. The loss is estimated at \$5,000, with insurance of \$2,500. Sparks from a locomotive are thought to have started the fire.

The Farmers' Elevator at Bloomfield, Neb., owned and occupied by the Nebraska Grain and Live Stock Company, was burned July 30. The loss is placed at \$6,500, with insurance of \$3,500. Two cars of shelled corn were also burned.

Fire July 15 entirely destroyed the Minneapolis and Northern Elevator at Evansville, Minn. The fire was discovered in the cupola and is supposed to have started from a hot journal. The engine house, a detached building, was saved. The elevator contained a small quantity of grain. The

total loss is between \$5,000 and \$6,000; insured. It is understood the company will rebuild as soon as possible.

Hobart, Bowls & Co.'s elevator at Pemberville, Ohio, burned July 23. The building contained about 2,000 bushels of grain and the loss is estimated at between \$10,000 and \$15,000. The fire is supposed to have been caused by a hot journal.

What is claimed to have been an incendiary fire destroyed the elevator of Epps & Jones at Hume, Ill., August 1, entailing a loss of \$15,000, with insurance of \$10,000. This is the second elevator at Hume burned during the past eight months.

The grain and commission houses of Farr Bros. and G. G. MacFarland, at Ogden, Utah, were damaged by fire July 26. The former firm's loss is about \$1,500 and that of Mr. MacFarland about \$750. Both are fully covered by insurance.

The elevator at Schoolcraft, Mich., owned by W. J. Thomas & Co., was destroyed by fire July 17. The fire started from an unknown cause and resulted in a loss of over \$2,500. The building was insured for \$1,600 and the contents for \$1,000.

An elevator at Rock Valley, Iowa, owned by the Terwilliger & Dwight Company of Sioux City, was destroyed by fire at an early hour on the morning of July 30. The loss is said to be fully covered by insurance. The elevator contained about 2,000 bushels of grain.

W. J. Thomas, aged 38 years, who was at work on the new elevator at Preston, Minn., was seriously injured July 21. A scaffold on which he was standing gave way and he fell to the lower floor, a distance of 36 feet. He was picked up unconscious, but is expected to recover.

Fire, caused by lightning, destroyed William Lavengood's elevator at McGrawsville, Ind., July 19. The loss is \$6,000 and insurance \$4,000. The elevator was built about eighteen months ago to replace one destroyed by fire and was a modern house. Mr. Lavengood will rebuild.

The elevator at Lesterville, S. D., owned by the McCaull-Webster Grain Company, was destroyed by fire August 5. The structure was valued at \$5,000 and contained about 1,700 bushels of grain. The engine house was saved. The loss is covered by insurance and the company will rebuild at once.

Fire destroyed the elevator of A. D. White at Tonkawa, Okla., recently. The blaze started in the engine room and was caused by the belt flying off the engine, knocking off a gasoline tank, which exploded, enveloping the room in flames. Mr. White carried insurance of \$4,500, but this amount will not cover his loss.

The Pacific Coast Elevator at Moscow, Idaho, burned July 15, resulting in a loss of nearly \$30,000. The loss on the elevator proper was \$15,000 and is partially covered by insurance. R. P. Kelly, the manager, also dealt in agricultural implements and had just completed unloading a car of binding twine and a car of implements, all of which was destroyed. The origin of the fire is unknown.

The elevator of Faith & Dewein at Warrensburg, Ill., was burned July 25. The fire was discovered about 3 o'clock a. m., and the building was then so far gone that no effort could save it. The blaze presumably originated in the engine room. The house contained 3,000 bushels of grain and this was fully insured. The building was insured for \$2,000, which was about half its value. The surrounding buildings, corn cribs, etc., were saved.

The Henderson Elevator Company's plant at Henderson, Ky., was destroyed by fire July 14. The fire was discovered about 9 o'clock p. m., and the city fire department responded promptly to the alarm. The heat from the burning building was so intense that the firemen could not get near enough to throw water on it and they were compelled to watch the structure burn. The insurance amounted to \$43,750. C. M. Bullitt, president of the company, states that the house will be rebuilt at once.

John J. Badenoch & Co.'s elevator at West Seventeenth street and Walleck court, Chicago, was partially destroyed by fire August 3. When the fire was discovered the entire basement appeared to be filled with flames, and it is thought the blaze originated there. The elevator contained malt and mustard seed valued at \$60,000 and the building was valued at \$50,000. The loss on the stock is complete, while the building was damaged to the extent of \$15,000. The latter was insured for \$17,500 and the stock for \$12,000.

The barley crop of Columbia county, Washington, is placed at 1,500,000 bushels. Harvesting is practically over and the showing is excellent.

James Sleeman of Somerset, England, has been granted United States letters patent No. 706,462 on an apparatus for malting, drying or otherwise treating grain.

## LATE PATENTS

Issued on July 15, 1902.

Elevator Binn.—James A. Jamieson, Montreal, Canada. Filed Aug. 27, 1900. No. 704,805. See cut.

Bin.—James A. Jamieson, Montreal, Canada. Filed Nov. 6, 1901. No. 704,806. See cut.

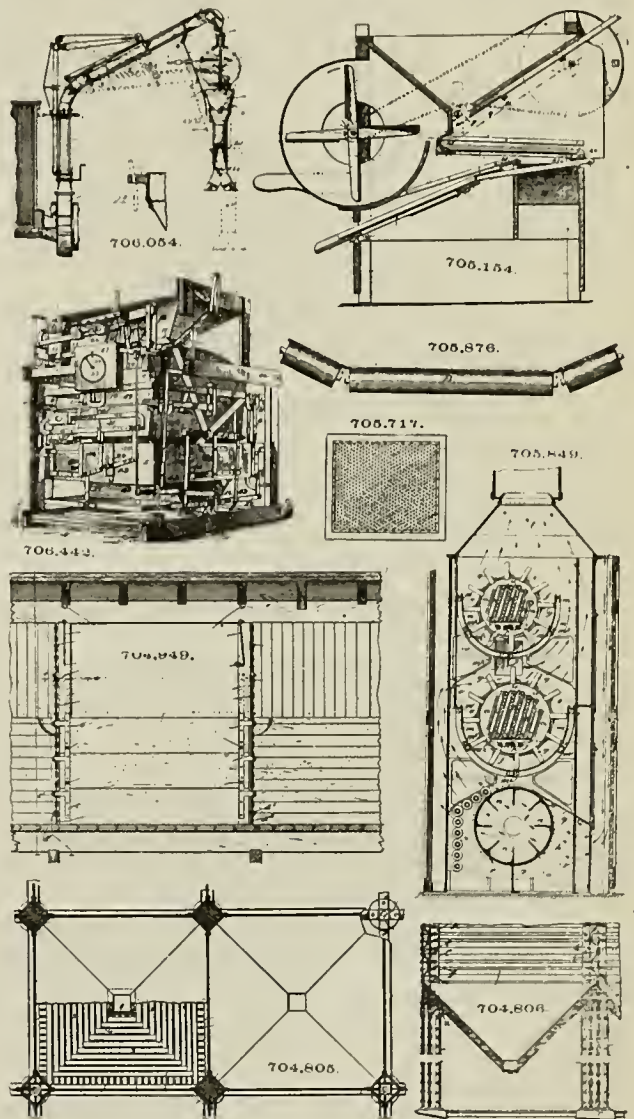
Grain Door.—Alva T. Stark, Geneva, N. Y. Filed Feb. 21, 1902. No. 704,949. See cut.

Issued on July 22, 1902.

Grain Cleaner.—Heinrich Sommerfeld, Canton, Kan. Filed April 5, 1901. No. 705,154. See cut.

Issued on July 29, 1902.

Conveyer Belt.—Wm. J. Selleck, Riverside, Conn. Filed May 31, 1902. No. 705,876. See cut.



Apparatus for Drying Grain, Etc.—Max König, Grosslichterfeld, Germany. Filed March 14, 1900. No. 705,849. See cut.

Sieve.—Albert Teichmann, Fürstenwalde, Germany. Filed June 10, 1901. No. 705,717. See cut. Claims "a sieve for sifting and analogous machines, consisting of a hot-pressed perforated sheet of vulcanized fiber."

Issued on August 5, 1902.

Pneumatic Elevator and Weigher.—Ridgely B. Hilleary and Chester Bradford, Indianapolis, Ind. Filed Dec. 18, 1901. No. 706,054. See cut.

Automatic Grain Weigher.—Angus McLeod and John H. McLeod, Marietta, Kan. Filed Aug. 17, 1901. No. 706,442. See cut.

Two cars of "new spring wheat," the first of the season, reached Chicago on July 23. They graded No. 3.

At the request of the State Board of Railroad Commissioners of South Dakota, Secretary Stanley is securing from each elevator in that state a statement showing the number of bushels of all kinds of grain handled by the elevators last year and estimates of the number of bushels likely to be handled this year.

B. Z. Taylor of Decatur was taken to St. Louis on a charge of violation of the late revenue law requiring stamps on grain deals. Mr. Taylor defends on the ground that he is only the agent of a commission house and that his house pays the tax. The commissioner of internal revenue has directed that the case be prosecuted in order to settle the question of law whether such stamping or certificates by a commission house relieved the broker of paying the same tax.



## SEEDS

Work has been started on a new seed house at Valley, Neb., for C. P. Coy & Son.

Rogers Bros., wholesale seed dealers at Chaumont, N. Y., have incorporated under the same style.

William Schoenberg, dealer in seeds at Plymouth, Ohio, is said to contemplate moving to Chicago.

Jones Bros. & Co., of Hobart, Okla., will build a warehouse for storage of seeds and nursery stock.

Halstead & Slye are building an addition to their elevator at Upper Sandusky, Ohio, to be used as a seed house.

The distribution of vegetable and flower seeds by the Agricultural Department will be commenced September 1.

E. J. Bowen, seed dealer of Seattle, Wash., has fully recovered from his recent fire loss and is now in good shape to do business.

Watson's seed store, at San Diego, Cal., has been purchased by W. M. Greist and Geo. R. Seley, who will trade as Greist & Seley.

J. R. Ratekin & Son, Shenandoah, Iowa, have recently installed a Special Traveling Brush Clipper Cleaner in their seed warehouse.

A contract for the erection of a seed elevator at Harrisville, Mich., has been awarded by C. W. Conkling & Co., of Binghamton, N. Y.

The J. V. Baylis Seed Company of New Hyde Park, Long Island, N. Y., has purchased a farm and starch factory at Ft. Fairfield, Me.

Chauncey P. Coy & Son of Waterloo, Ia., are completing their seed house equipment by adding a No. 9 Special Brush Clipper Cleaner.

The Alfred J. Brown Seed Co., Grand Rapids, Mich., are adding to their fine equipment for handling seeds a No. 29 Double Blast Clipper Cleaner.

The first consignment of new crop timothy seed was received on the Chicago market August 4. It was from Missouri and sold at \$5. The first new seed last year was from Illinois and was received August 3.

C. A. King & Co. of Toledo, Ohio, in their circular of August 6, say the August report of the Ohio state bureau shows that while the second growth of clover is rank, it is not heading at all and the seed yield is likely to be disappointing.

Daniel Curtis, an old member of the Massachusetts Horticultural Society, died at his home in Dorchester, July 26, aged 87 years. Mr. Curtis was formerly a member of the Boston seed firm of Curtis & Bowditch and retired on account of failing health.

C. E. Prunty, the Plant Seed Company and D. I. Bushnell & Co., all of St. Louis, Mo., have each added a No. 9 Special Brush and Dustless Clipper Cleaner to their warehouse equipment. J. G. Peppard is also placing a large Special Clipper Cleaner in his seed house.

The seed inspection committee of the Toledo Produce Exchange has recommended a new grade on clover seed. It is to be known as No. 3, to be merchantable clover seed, to include very brown, shrunken or dirty seeds and too badly mixed with foreign seed to grade No. 2.

The Reynolds Preserving Co. of Sturgeon Bay, Wis., recently installed a No. 29 Double Blast Clipper Cleaner in their establishment for handling seeds. The John H. Allan Seed Co. of Three Mile Bay, N. Y., are also placing one of these machines in their seed house at Sturgeon Bay.

The demand for competent seed-corn breeders is said to exceed the supply. Three young men who completed the entire work of the Illinois Agricultural College this year, each received a position at a salary of more than \$2,500 a year, while two more positions were unfilled because of lack of trained men.

C. A. King & Co., of Toledo, received the following from a Hamburg, Germany, seed dealer, under date of July 9: "Prospect now for good seed crop. Be fully five weeks before first cut red clover will be on market, while the greatest part is saved only from the second cut and does not appear before the end of September. We do not expect any high prices this season."

The new rule of the Toledo Produce Exchange governing prime clover seed will read: "To be of good color, dry, sound, reasonably clean and only slightly mixed with brown or foreign seed." The principal change is the insertion of brown seed. In order to protect future contracts, already made,

the new grading will not go into effect until the first of January next.

The Kansas Seed Corn Breeders' Association has been organized and will improve the grade of seed corn used in that state.

The government seed distribution has become so liberal that at the last session of congress the appropriation was increased from \$230,000 to \$270,000, and, even with this increase, some of the senators and representatives claim they have not enough to their credit to supply the demand of their constituents. Last year the total number of packages for congressional distribution amounted to 28,000,000, but this year the number has been increased to 38,300,384 packages. Last year's distribution weighed about 700 tons, while this year the weight will be nearly doubled.

## THE EXCHANGES

Chicago Board of Trade memberships have changed hands recently at from \$3,200 to \$3,275.

On July 16 the Milwaukee Chamber of Commerce Clearing Association began clearing the cash balances on all privilege trading.

Members of the Minneapolis Chamber of Commerce are discussing a proposition as to changing the contract grade of wheat from No. 1 northern to No. 2 northern.

The Winnipeg Grain Exchange has raised the price of membership to \$500 and limited the membership to 300. This resulted in bringing in 27 new members in one bunch recently.

On August 6, by a close vote, the Milwaukee Chamber of Commerce made regular the receipts of the Rialto Elevator at that place, owned by Nye, Jenks & Co. of Chicago. Opposition to this is said to have been particularly strong by representatives of Chicago houses doing an option business at Milwaukee.

On July 21 the St. Louis Merchants' Exchange, by a vote of 374 to 104, adopted a rule giving the board of directors of the Exchange authority to declare any elevator irregular for the delivery of contract grades of grain on future contracts, such action to be taken without the preferment of charges. This the elevator people declared unjust and arbitrary.

The committee on oats of the Baltimore Chamber of Commerce organized recently by the election of Emory Kirwin as chairman and L. J. Lederer as vice-chairman, and the committee on rye elected Joseph Tate chairman and Charles E. Parr vice-chairman. Thomas E. Craft was elected on the committee on oats, to serve until 1904, in place of Frank Frick, Jr., resigned.

A petition to make No. 2 hard winter wheat a contract grade at Chicago has been referred by the Board of Trade directors to the inspection committee. The directors are also entertaining petitions for and against changing the contract grade of flaxseed. The flaxseed committee recently voted to put No. 1 seed and No. 1 northwestern on a 51-lb basis, allowing 12½ per cent of impurities.

The Circuit Court has defeated John Dickinson's attempt to compel the Chicago Board of Trade to reinstate him as a member, he having been expelled on a charge of cutting commissions at St. Louis. This decision was considered by the Board of Trade people as settling the legality of the commission rule, and fixing the power of the directors to discipline members for violations thereof.

On August 1 the building committee of the Minneapolis Chamber of Commerce, of which L. R. Brooks is chairman, secured subscriptions of \$200,000 from members for completing the new building. The amount first thought necessary for the building, \$400,000, was raised by a bond issue, but the building plans were enlarged and changed. October 20 is looked forward to as the opening day of the new building.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### FOR SALE.

Second-hand gas and gasoline engines bought, sold or exchanged. Address

J. M. JOHNSTON, 216 Lake St., Chicago.

### FOR SALE.

Complete grain renovating plant, on Belt Line, Chicago. Good elevator, with large new Hess Drier and scouring and separating machinery, all ready for use. Favorable terms.

CHICAGO GRAIN SALVAGE CO., 708 Tacoma Bldg., Chicago.

### RESULTS FOLLOW.

A liner advertisement in the "American Elevator and Grain Trade" will help you sell or rent your elevator, or sell your second-hand machinery. If you want to reach grain dealers, try an advertisement in this department. Results follow.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

### FOR SALE.

Two Smith Lift Dumps, almost new. Will sell for reasonable price.

MATTOON ELEVATOR CO., Mattoon, Ill.

### WANTED.

Man capable of taking care of and running burr stones for paint mill. Address

THE GARRY IRON & STEEL CO., Coe and Lake streets, Cleveland, Ohio.

### GASOLINE ENGINES.

Gasoline engines for sale or exchange for Minnesota or Dakota lands. Address

McDONALD, 36 W. Randolph St., Chicago.

### OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers; used but little; as good as new; price reasonable. Address

W. D. JUDD, St. Louis, Mo.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

### POWER.

For sale, Corliss Engines, good as new.

Contracts for entire steam installations.

Old plants taken in exchange or bought outright.

THE BONUS STEAM AND STEEL ECONOMY CO., 167 Lake st., Chicago.

### WANTED.

An experienced elevator man who thoroughly understands cleaning of grain and clipping of oats, for a large transfer elevator in the country. Address

G. G., Box 8, care "American Elevator and Grain Trade," Chicago, Ill.

### FOR SALE.

Two latest model Eureka Oat Clippers of 1,500 bushels' capacity each per hour.

Also one Barnard & Leas latest model oat clipper; same capacity. Address

D. ROTHCHILD GRAIN CO., Davenport, Ia.

### WANTED.

Situation, by first-class accountant, understanding cash grain business in detail. Capable of assuming charge of office. Now employed, but wish to better my condition. Address

B. C., Box 8, care "American Elevator and Grain Trade," Chicago, Ill.



**NO MORE MUSTY CORN.**

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

**USE THE BEST.**

Sawed advertisers who want results use the columns of the "American Elevator and Grain Trade." Its twenty years' acquaintance with the grain dealers of the country makes it a paying medium for its patrons.

**ELEVATORS WANTED.**

We are in the market for a few good elevator locations in Illinois. Write us a full description of your plant, naming your lowest cash price. Should you know of any other locations in your territory being offered for sale, kindly advise us.

BURKS GRAIN & ELEVATOR CO., Receivers and Shippers, Decatur, Ill.

**COMMISSION CARDS.**

[We will not knowingly publish the advertisement of a bucket shop keeper or irresponsible dealer.]

**C. A. FOSTER.**

Carnegie, Pa.  
Established 1878

**Wholesale Grain, Hay and Mill Feed**

CONSIGNMENTS SOLICITED.

Reference: } Freehold Bank, Pittsburg, Pa.  
              } First Nat'l Bank, Carnegie, Pa.

Long Distance Phone: Carnegie, Pa., No. 6.

**DANIEL McCAFFREY'S SONS,****Leading Hay Dealers**

PITTSBURG, PA.

Consignments Solicited.

Reference: Duquesne National Bank.

Established 1867.

**SMITH-GAMBRILL CO.,**

Chamber of Commerce, Baltimore, Md.,

**GRAIN COMMISSION  
RECEIVERS AND EXPORTERS.**

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

**JOHN WADE & SONS,**

GRAIN DEALERS.

Members Merchants' Exchange.

Warehouse Capacity, 250 Cars

MEMPHIS, TENN.

**F. H. PEAVEY & CO.,**

MINNEAPOLIS.

GRAIN RECEIVERS.

MINN.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

ESTABLISHED 1872

**R. S. McCAGUE**

WHOLESALE DEALER IN

**GRAIN, HAY AND MILL FEED**

PITTSBURG, PA.

**E. A. BROWN & CO.**

Grain Commission Merchants.

CONSIGNMENTS SOLICITED.

Choice Milling Wheat a Specialty. Orders for Bran and Feeds filled promptly.

922 Chamber of Commerce,

MINNEAPOLIS. MINN.

**DANIEL P. BYRNE & CO.,**

Successors to

REDMOND CLEARY COM. CO.

Established 1844.

Incorporated 1887.

**Grain, Hay and Seeds.**

Chamber of Commerce, ST. LOUIS, MO.

**COMMISSION CARDS.****W. W. ALDER**

Consign Your Grain and Feed  
to a Strictly

**COMMISSION MERCHANT**

OUR SPECIALTIES:—Quick Returns and Careful  
Guarding of our Shippers' Interests.

Correspondence Invited.

Write for Buffalo Market Letter

81 BOARD TRADE, BUFFALO, N. Y.

**HENRY D. WATERS**

GRAIN COMMISSION  
MERCHANT

CONSIGNMENTS  
SOLICITED

51 BOARD OF TRADE  
BUFFALO, N. Y.

**Husted Milling & Elevator Co.,****BUYERS OF  
CORN AND OATS**

Write Grain Department for Daily Bids.

31-32 BOARD OF TRADE, BUFFALO, N. Y.

**BROOKLYN HAY & GRAIN CO.**

HAY, STRAW AND GRAIN

COMMISSION MERCHANTS

ON ALL MARKETS IN NEW YORK HARBOR

Office: Borough of Brooklyn, New York

**Thos. H. Botts & Co.**

FLOUR, GRAIN AND GENERAL  
Commission Merchants

214 Spears Wharf

213 Patterson Street

BALTIMORE, MD.

REFERENCES—First National Bank, C. Morton Stewart & Co.,  
I. M. Parr & Son, BALTIMORE; Dunlop Mills, Warner, Moore  
& Co., RICHMOND, VA.

**L. F. MILLER & SONS,**

RECEIVERS AND SHIPPERS OF

**Grain, Feed, Seeds, Hay, Etc.**

OFFICE 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention  
given to the handling of CORN AND OATS.

REFERENCES..... } Manufacturers' National Bank, Philadelphia, Pa.  
                              } Union National Bank, Westminster, Md.

**GEO. N. REINHARDT & CO.**

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct.

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels.  
Let us know what you have to offer.

**ROOFING AND SIDING.****The Garry Iron and Steel Roofing Co.**

168 MERWIN STREET, CLEVELAND, O.

MANUFACTURES



Steel Roofing,  
Corrugated Iron,  
Siding and Metal  
Ceiling.

SEND  
FOR CATALOGUE

**SYKES STEEL ROOFING CO.**

611 So. Morgan Street, Chicago

**Makers of FIRE-PROOF WINDOWS**

WE manufacture all gauges of corrugated  
iron, either painted or galvanized. We  
make Patent Cap Roofing, Roll Cap Roof-  
ing, "V" Crimped Roofing, Metal Ceilings,  
etc., etc. We make a specialty of

**Corrugated Iron and  
Metal Roofing  
For Grain Elevators**

And take contracts either for material alone or job com-  
pleted. Write us for prices. We can save you money.

**E. R. Ulrich & Sons,**

SHIPPERS OF WESTERN GRAIN.

Especially High Grade White and Yellow Corn.

Elevators along the lines of the following railroads in Central  
Illinois: WABASH; CHICAGO & ALTON; I. C.;  
C. P. & ST. L. and PAWNEE.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

WRITE FOR PRICES DELIVERED.

NO WHEAT FOR SALE.



## COMMISSION CARDS.

ESTABLISHED 1846

**C. A. KING & CO.**

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS  
OF TOLEDO, OHIOSPECIAL MARKET AND CROP REPORTS FREE.  
BE FRIENDLY. WRITE OCCASIONALLY**BURKS GRAIN & ELEVATOR CO.**  
DECATUR, ILL. DETROIT, MICH.Choice Illinois and Michigan White Oats  
a Specialty.

Write or Wire us for Quotations and Samples.

**REYNOLDS BROS.**  
TOLEDO, O.**Buy and Sell Grain.****SELL US YOURS.**If you don't get our bids, ask for  
them. Consignments always  
welcome. Consign us yours.

F. ZAHM. F. W. JAEGER. F. MAYER.

ESTABLISHED 1879.

**J. F. ZAHM & CO.,**GRAIN and SEEDS,  
TOLEDO, OHIO.MEMBERS: Toledo Produce Exchange,  
Chicago Board of Trade,  
New York Produce Exchange.Handling consignments and filling orders for  
futures OUR SPECIALTY.  
SEND FOR OUR RED LETTER.

## COMMISSION CARDS.

HENRY HEMMELGARN

Established 1861

PHILIP H. SCHIFFELIN

**H. HEMMELGARN & CO.,**

COMMISSION MERCHANTS,

**Grain, Seeds and Provisions**Rooms 317, 318 and 319 Rialto Building,  
Adjoining Board of Trade, CHICAGO, ILL.

Consignments Solicited.

Correspondence Invited.

CORRESPOND WITH

**GERSTENBERG & CO.,**Grain and Commission  
Seeds. Merchants, Barley a  
Specialty.

259 La Salle St., CHICAGO, ILL.

**JOHN WEST & CO.**

(Albert L. West)

**Commission Merchants**

Grain, Seeds, Provisions.

604 Royal Insurance Bldg. CHICAGO  
Phone Harr son 685

LEMAN BARTLETT

O. Z. BARTLETT

**L. Bartlett & Son,**GRAIN AND PRODUCE COMMISSION  
... MERCHANTS ...**BARLEY A SPECIALTY**Room 23 Chamber of Commerce Bldg.,  
MILWAUKEE, WIS.Careful attention given to orders from  
Brewers, Malsters and Millers.

ESTABLISHED 1876

**W. A. RUNDELL & CO.**

GRAIN and SEEDS.

We Buy Delivered Toledo or F. O. B. Your Station.

CONSIGNMENTS and FUTURES GIVEN SPECIAL  
ATTENTION.Ask for our "Daily Market Letter and Track Bids."  
Correspondence requested.

33 Produce Exchange, TOLEDO, OHIO

WRITE, WIRE OR PHONE

**THE PADDOCK-HODGE CO.**

Operating Wabash Elev. 4.

**GRAIN**

Michigan Central A.

Total Capacity, 200 cars daily. Storage Capacity, 1,500,000 bushels. Clipping Oats 50,000  
bushels daily. No Switching Charges from any road. Our bids will reach you daily, no  
matter where you're located. Advise if not receiving them. **TOLEDO, OHIO.**

## COMMISSION CARDS.

**Bentley-Jones Grain Co.**

GRAIN

COMMISSION MERCHANTS

Consignments and Orders for Future  
Delivery Solicited.

73 and 74 Board of Trade,

CHICAGO.

CAPITAL \$200,000.00

**THE CALUMET GRAIN & ELEVATOR COMPANY**  
**GENERAL GRAIN**  
**HANDLERS**Receiving, Shipping, Exporting, Commission.  
Careful Attention, Consignments and Future Orders. Track  
Bids if Desired.

GEO. B. DEWEY, Representative.

169 Jackson Boulevard,

CHICAGO.

**ARMOUR GRAIN CO.,**

205 LA SALLE STREET,

CHICAGO.

GRAIN BUYERS AND DEALERS.

**GEAHART, WHITE & CO.,**

Commission Merchants

STOCKS, GRAIN AND PROVISIONS,

187 La Salle Street, Chicago.

MEMBERS CHICAGO BOARD OF TRADE.

CORRESPONDENCE SOLICITED.

Minneapolis.

St. Louis.

Milwaukee.

**L. H. Manson & Co.,**

... GRAIN AND PROVISIONS ...

54-55-56 BOARD OF TRADE,

... CHICAGO.

Consignments and future orders intrusted to us will receive  
the best attention.

H. M. PAYNTER, in charge of Cash Grain Department.

**HUTCHINSON & SHAW,**

Commission Merchants,

83 Board of Trade,

W. I. HUTCHINSON,  
H. B. SHAW.

CHICAGO.

My daily and weekly market letters are published in full in the Chicago Evening Post, also the Chicago Evening  
Journal. Will send either paper, free of charge, to anyone interested in the market.

Write for my daily market letter.

**Geo. H. Phillips****Commission Merchant,****Grain, Provisions and Seeds.**Consignments  
Solicited.

231-235

Rialto Bldg.

**Chicago**Orders for future delivery executed on margins.  
All business transacted through & confirmed by Irwin Green & Co.



## COMMISSION CARDS.

**CHARLES D. SNOW & CO.,**

COMMISSION MERCHANTS,

MEMBERS  
CHICAGO BOARD OF TRADE228 and 230 Riallo Bldg.,  
CHICAGO.Our Special Market Letters and Pocket Manual furnished free  
on application.

WILLIAM J. POPE, Pres't.

W. N. ECKHARDT, Sec'y.

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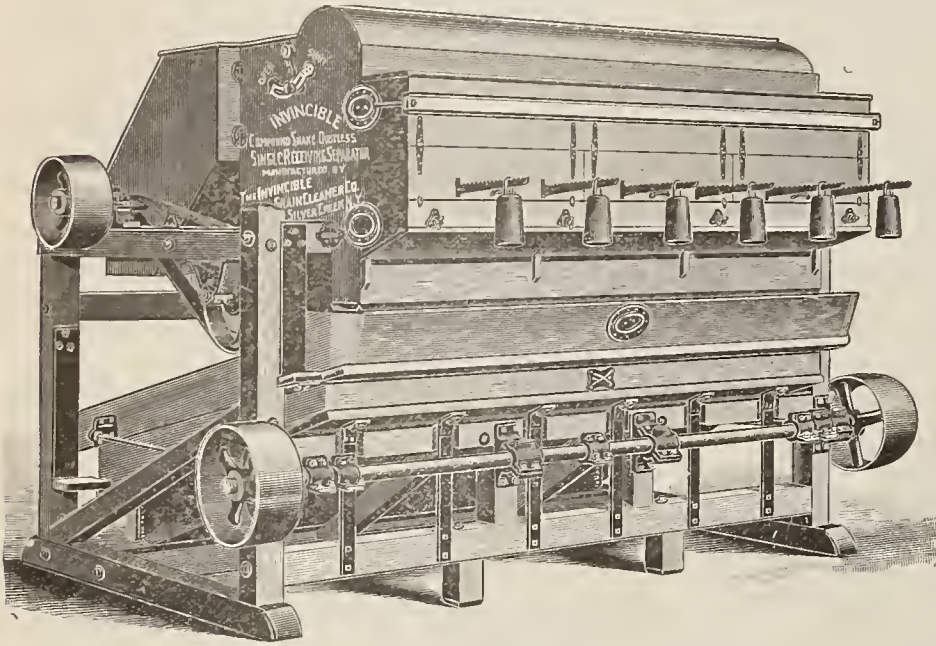
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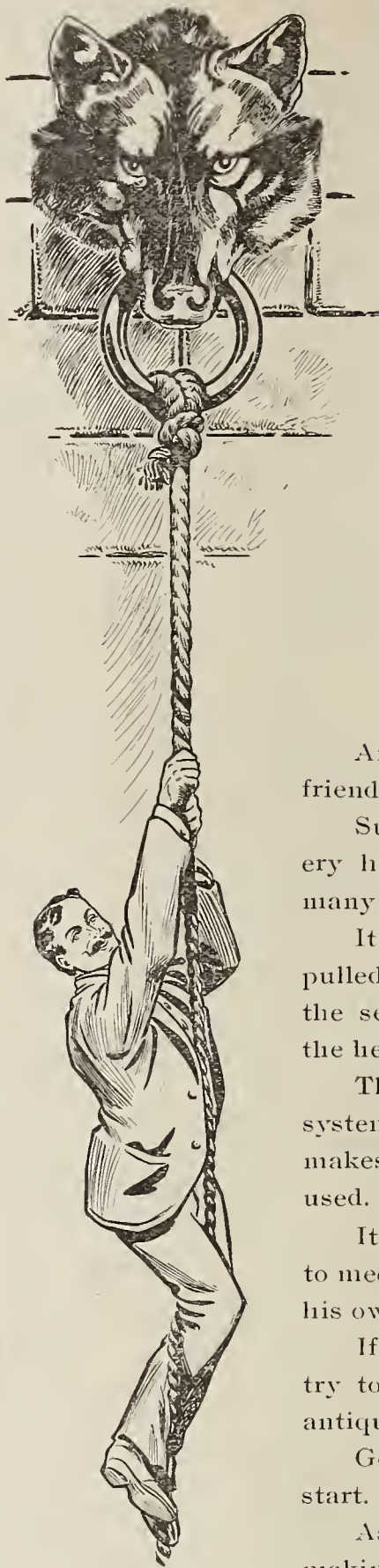
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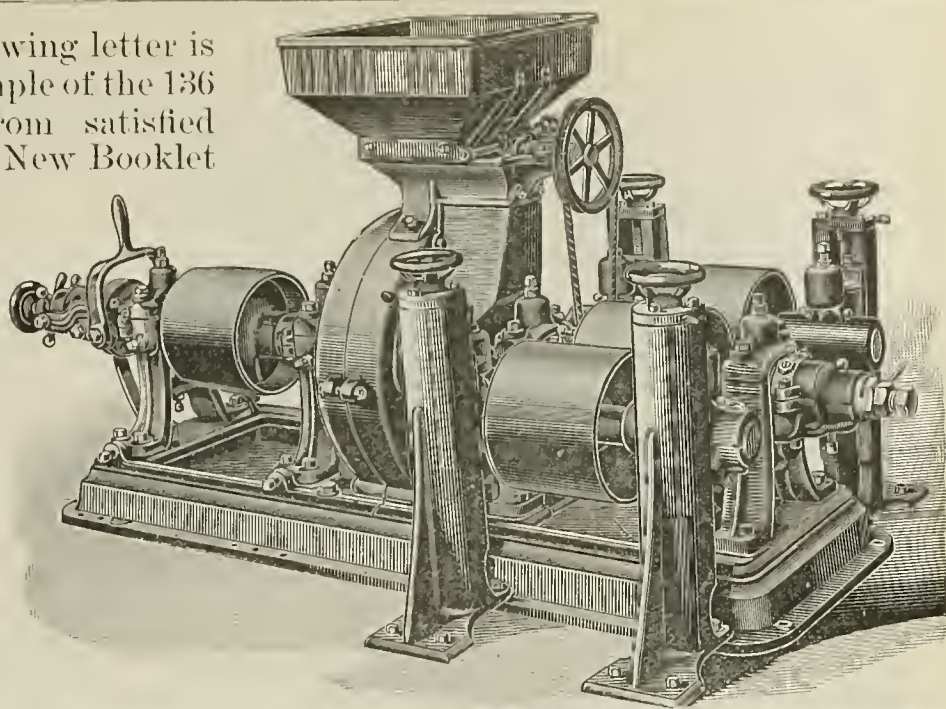
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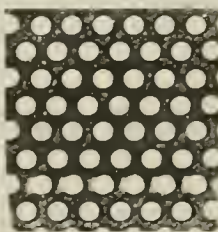
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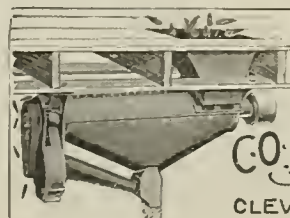


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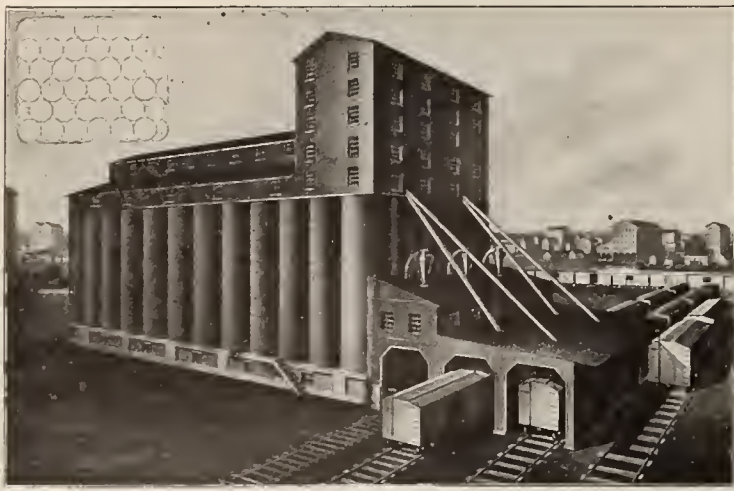
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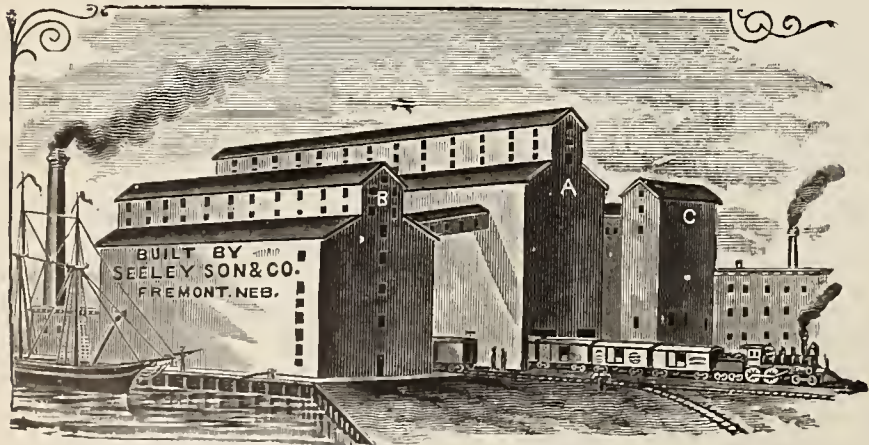
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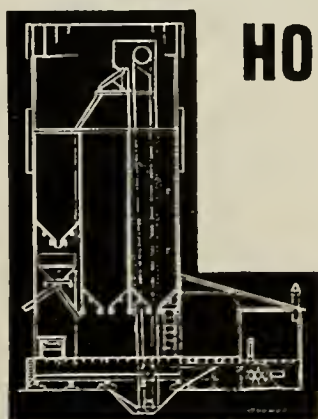
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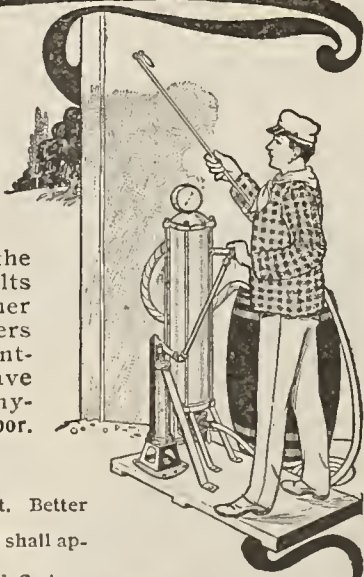
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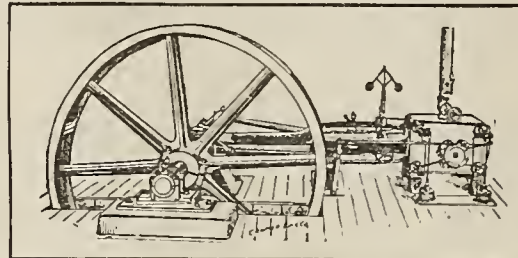
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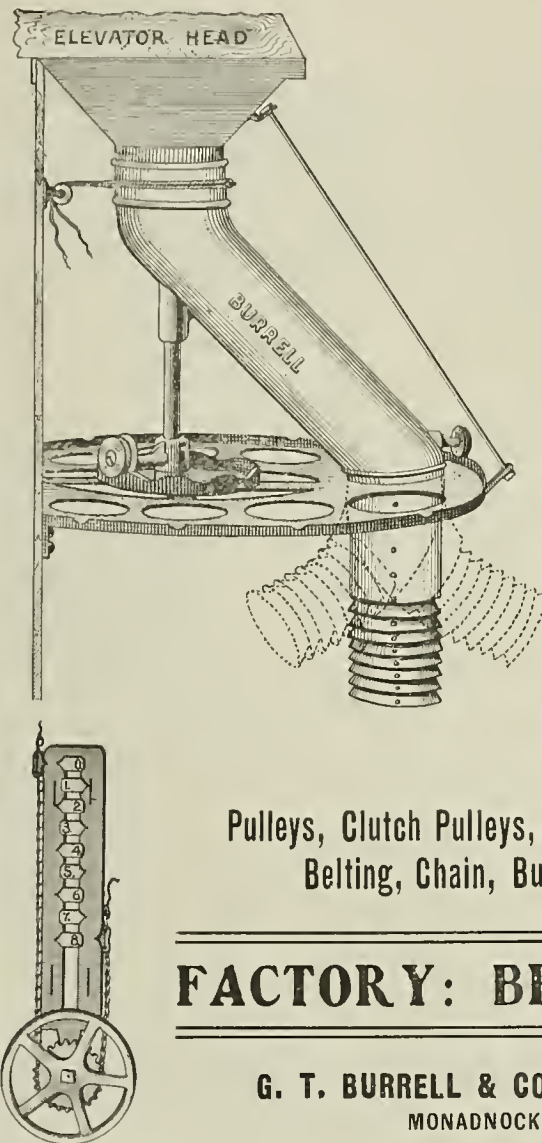
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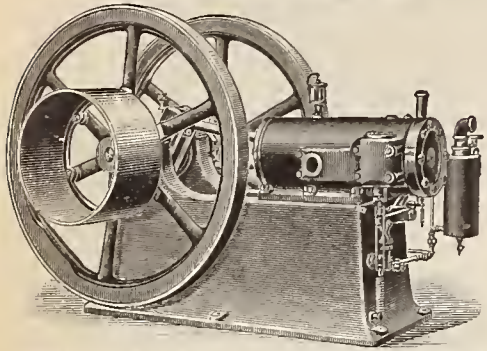
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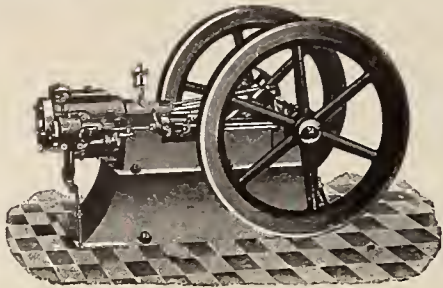


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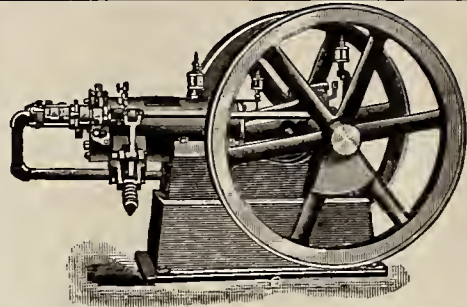
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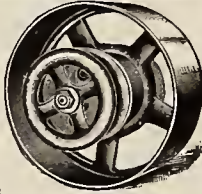
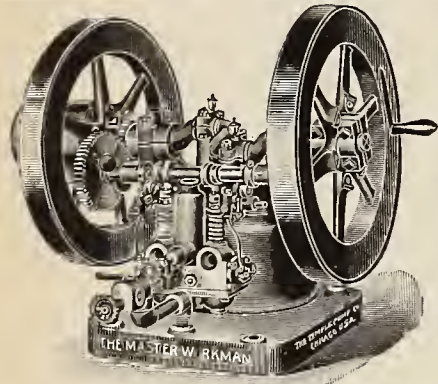


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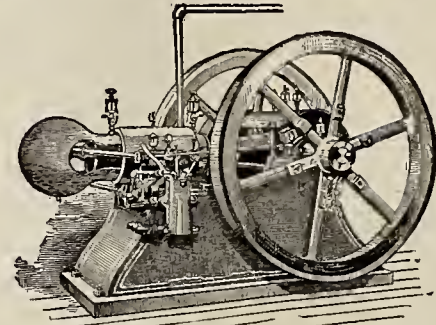
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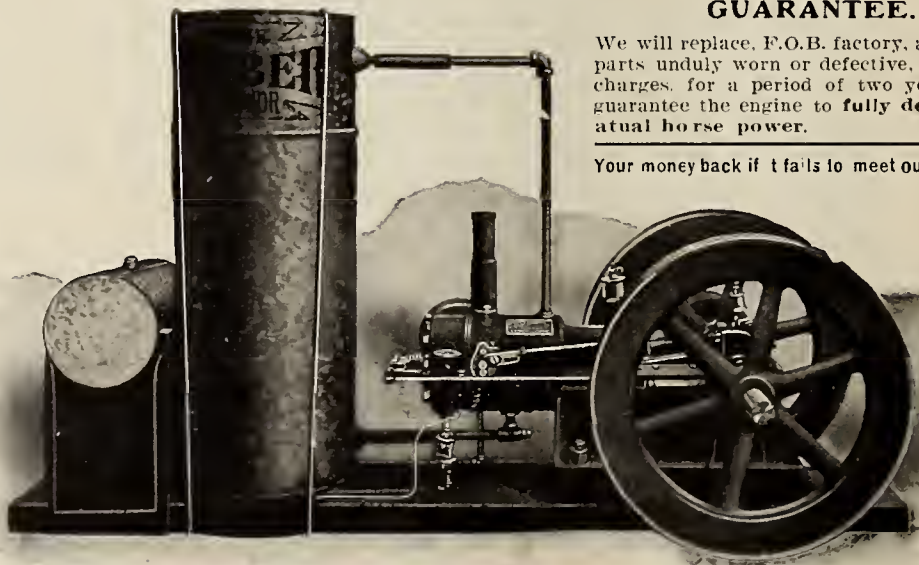
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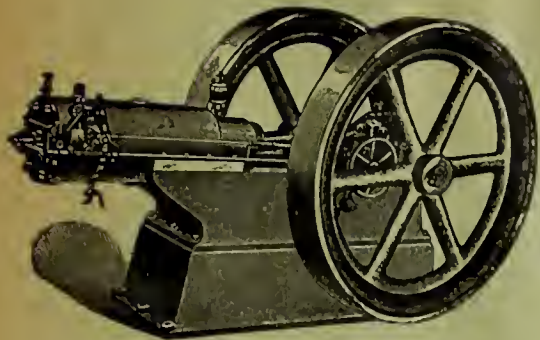
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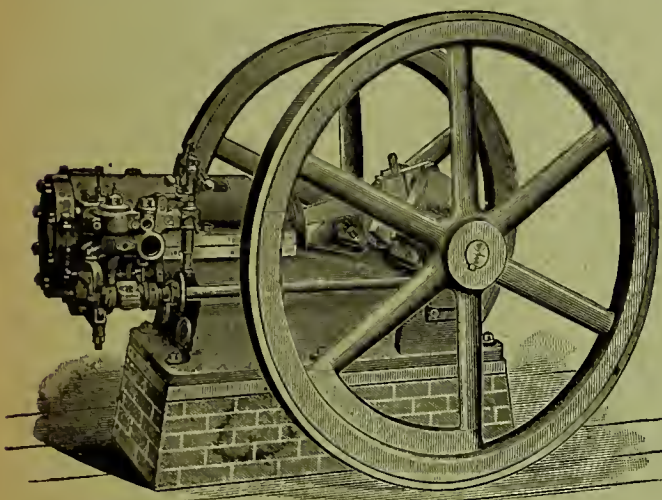
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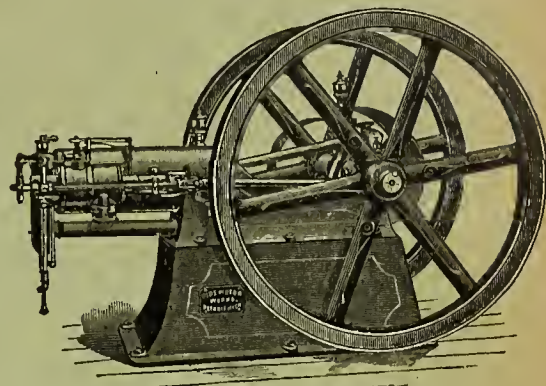


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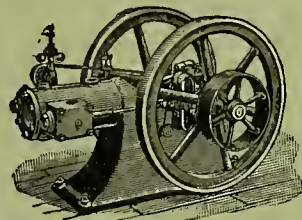
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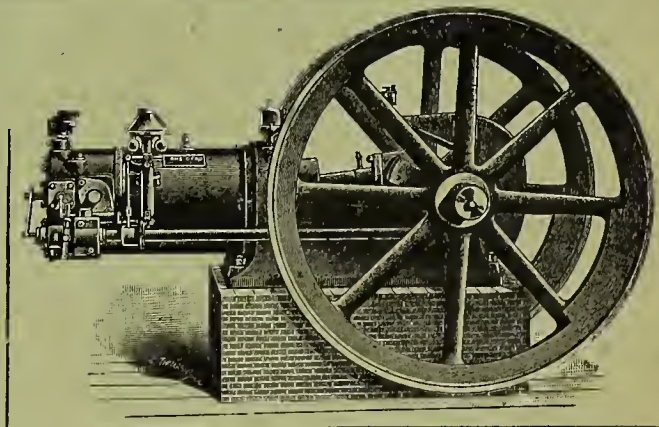
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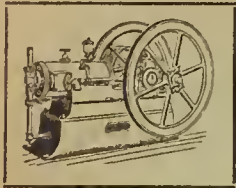
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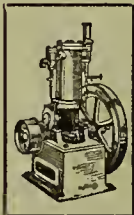
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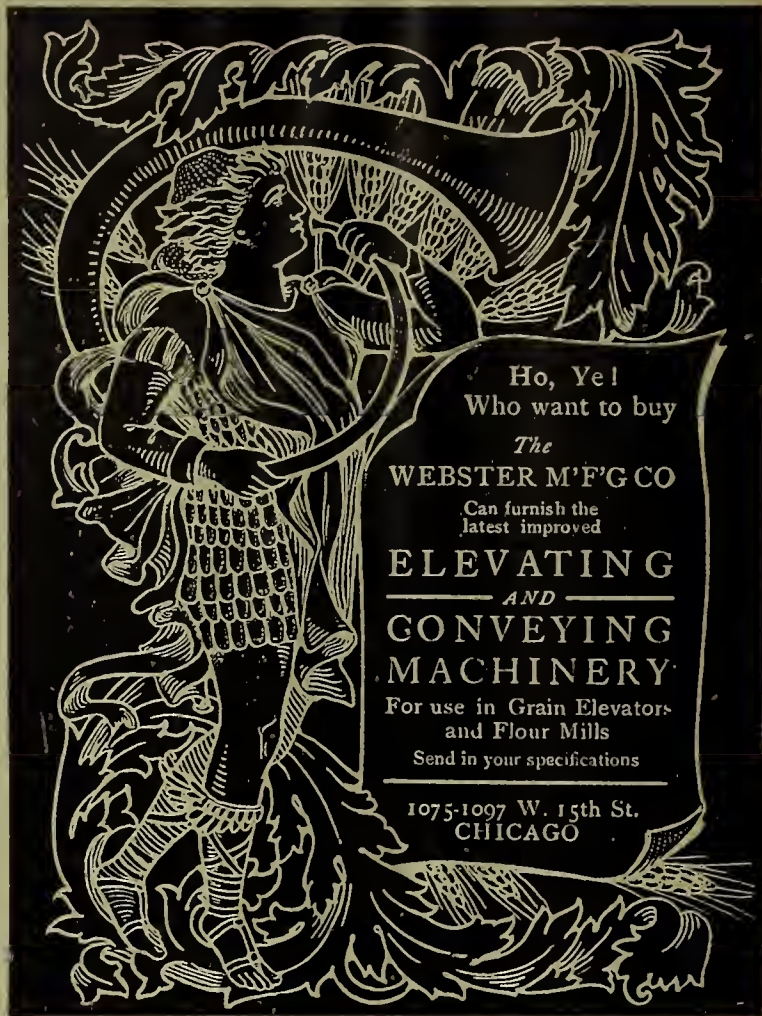


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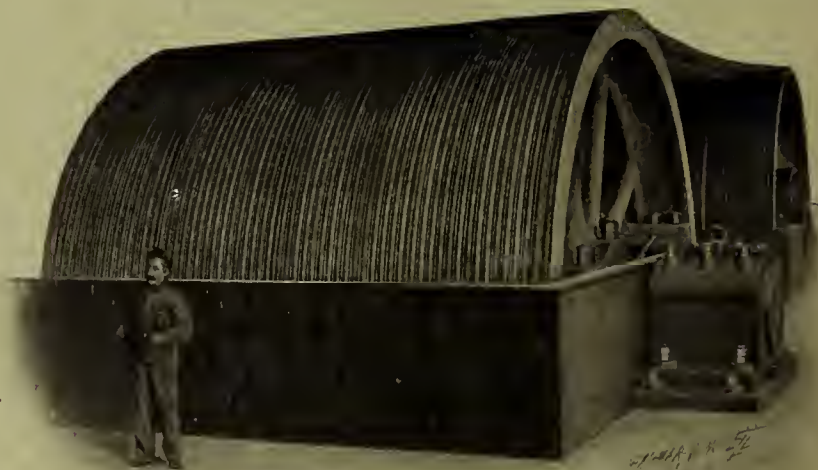
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